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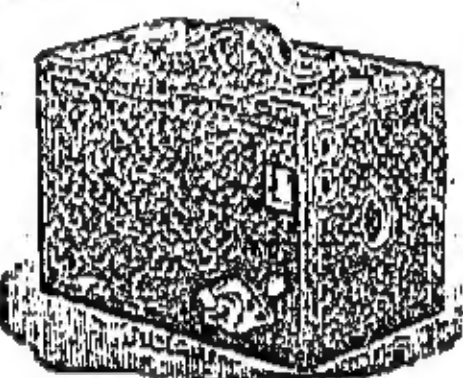
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Moderate charges. Work solicited.

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Amoy, 3rd December, 1903.

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Private Bar and Two Billiard Rooms for  
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Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
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Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
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Wines and Groceries specially imported by  
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Special Rates for Tourists.  
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## CANTON HOTELS.

## A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong will be found interesting and  
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WM. FARMER,  
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(HOTEL-SANITARIUM OF SOUTH  
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HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desiring of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongkong*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
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Casks of 375 lbs. net \$5.00 per Cask ex Factory.  
Bags of 250 lbs. net \$3.20 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st September, 1904.



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LIMITED.

ESTABLISHED A.D. 1841.

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO.  
LIMITED.WINE AND SPIRIT MERCHANTS,  
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Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses for publication, but as evidence of good faith all letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in other papers will be inserted.  
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P.O. Box 38. Telephone No. 12

## MARRIAGES.

On the 24th October, at the Peak Church, Hongkong, by the Rev. F. T. Johnstone, B.A., B.D., JOHN BARLOW, younger son of the late E. J. BARLOW, of Victoria Park, Dover, to ELIZABETH MAUD BARK, second daughter of Colonel BARK, Aston Place, Leicester.

On the 19th October, at Shanghai, MATTHEW F. LAND to EMMA FRANCIS HARR.

The Daily Press.

HONGKONG OFFICE: 14, DEW VUEX ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 25TH, 1904.

FROM the account given by a correspondent as to the immigration of the Chinese into the Transvaal, it would appear that the Chinese are settling down there very much upon the lines familiar in other places to which they have emigrated. They are useful labourers, but it is impossible to deny that they are often rather troublesome fellow residents. This of course is to be expected—and has to be made the best of in any given case. On the whole, however, it has not in any instance, been found impossible to find a *modus vivendi*, and we have little doubt that this will prove to be the case in South Africa as elsewhere. The mistake that is generally made is that of being a little too fussy as to matters which have to be accepted and made the best of. The mere fact that a Chinaman lives among a European community cannot be expected to change his nature and habits at once—and it is a great mistake to attempt to effect a change in this direction too rapidly. It is somewhat curious to find old problems which have been dealt with more or less for many years out here and elsewhere turning up afresh in the last country to which fate has called the Chinese immigrant. Fortunately there is one quality which the Chinaman has that will mitigate a great deal of the harm which might be supposed to arise from certain of his habits. He always keeps very much to himself, and

has no idea of forcing his ways upon other people, if indeed, of even advocating them. This makes all the difference in respect to a great deal that he does. If the gambling resorts that he sets up were likely to be a temptation to Europeans, it would be unquestionably the duty of the State to put them down in the same way as any other institution likely to lead the community to temptation and harm. But no European ever thinks of going to a Chinese gambling house, and the matter therefore stands upon a special footing. The same considerations apply to opium smoking. The Chinese get on very well notwithstanding their indulgence in a habit which would be pernicious to Europeans; and there is very little chance of their example in this respect affecting any persons not of their nationality—or at least any of European nationality. We may not particularly like either habit, but after all, in a public point of view the question is not a matter of taste, but of the amount of potential harm. Of course such questions stand upon a somewhat different footing in this Colony to that on which they rest in countries to which the Chinese have emigrated, with no idea of becoming permanent residents; but merely as sojourners for a specific purpose and for a limited time. Here we have a certain moral responsibility with regard to the established native residents and may be expected to do as much as is possible for raising them in the moral and social scale. But with men who merely come for a few years to work and to return then to their own country with the products of their labour, it is as much as can be asked that, while they are treated with justice, they should not be interfered with in their ways of life more than is necessary to prevent their doing harm to those around them. This danger, however, as before observed, is reduced to a minimum through the tendency of the Chinese, wherever they are, to keep to themselves. As time goes on their ways will become understood; and there is no reason why they should not be as valuable in developing the South African mines as they were in former times in constructing the Pacific Railway—and this without doing any serious harm to the people around them. It has been suggested that the Chinese might exercise a pernicious influence upon the native population; but this is in the highest degree improbable—indeed it is outside serious consideration. The Chinaman looks upon black men as so entirely beneath him that it is certain he will have nothing to do with them—and the South African native on his part regards the Chinaman with quite as little respect. The great thing for our friends in South Africa to avoid is anything like over fussiness in dealing with the Chinese. It is wise policy not to raise too many points or even to pay too much attention to points which they themselves raise, except of course where they are of manifest practical importance.

The English Mail of the 24th September was delivered in London on the 22nd inst.

In the six-a-side matches last evening Konyvet's team beat Rathford's by 2-1, and Williams's team beat Boyd's by 4-0.

Six bags of mail arrived by the Korea on Sunday, via Manila, and were delivered in Hongkong at once. Coming round by that way made it very late.

The only cases of communicable diseases reported last week were three Europeans with enteric fever (two imported from Japan and one from West River), three Chinese and one Japanese (also enteric).

Rear-Admiral Charles Jackson Train, of the American navy, assumed chief command of the Philippine squadron on the 19th inst., reaching Manila on board the Korea and at once flying his flag from the *Rainbow*.

Return of visitors to the City Hall Library and Museum for the week ending the 23rd October, 1904, were 275 non-Chinese and 86 Chinese to the former, and 112 non-Chinese and 1,872 Chinese to the latter institution.

The total appropriation made for the insular government and for the city of Manila during the fiscal year 1904 amounted to \$15,389,653.76 and the total appropriation for the fiscal year 1905 amounted to \$13,228,821, making a reduction in appropriations for the fiscal year 1905, as compared with the fiscal year 1904, of \$2,160,832.76, or 4,353,553.10 pesos.

We have received a copy of an exceedingly handy pocket map of the Philippine Islands. It is described as the "Rand McNally Indexed Pocket Map," and it also comprises enlarged inset maps of Manila city and the country between Dagupan and Manila. To those interested in the Philippines—even to the casual visitor who may want to have his whereabouts clearly set out—the map should prove of value, while the index of place-names is in itself an extremely useful addition. Being a cheap publication, although there is nothing cheap in the general get-up, printing and paper being both good, the map should find a ready sale.

Mr. John James Blake has passed his master's examination. He was examined by Commander Dawes, R.N., and Capt. Evans, of the C.P.E. s.s. *Tartar*.

During nine months ended last March the total commerce of the Philippine Islands showed an increased value of more than a million dollars, according to the bureau of insular affairs.

Mr. Henry Clarence Hogan, of Hogan & Co., engineers, Singapore, has been granted a patent to last 14 years for an invention for "An improved machine for and method of seaming, decorticating, degumming, washing and cleaning fibrous leaves and plants."

Interviewing the war correspondent of *Le Journal*, after Liaoyang, General Kuropatkin indulged in a safe prophecy: "Ah, monsieur, you have already witnessed many terrible events," said the Generalissimo, with the most complete serenity, "but if you stay on with the Russian army you will see a good many more. That I can promise you."

At a Trades Union Congress in England recently, in the course of a discussion on the "traffic in Chinese slaves," one of the speakers gave advice in these terms: "When you see a Chinaman hit him on the head." It was subsequently explained that the remark was intended to be taken in its Pickwickian sense.

The *Pail Mail* on September 23rd had the following suggestive item:—A Renter telegram from St. Petersburg says that the disturbances at Odessa yesterday were, it is stated, not of an anti-Semitic but of an anti-military character, having been fomented by Reservists, who are alleged to have refused to go to the Far East. A detachment of troops which was sent to suppress the disturbances is said to have refused to obey orders. Details are lacking.

With reference to "Banyan's" note in yesterday's issue on the "Blake" hat we may as well say that the gubernatorial hat is not an innovation. Lord Curzon, Viceroy of India, three years ago sanctioned the placing on the Indian market of a "Curzon" hat; while in Ceylon, before Sir Henry Blake's arrival, there was by permission of his predecessor a "Ridge-way" hat much affected by the male community of the island.

Paderewski has been creating a furore in Australia. At Sydney, when he played before enthusiastic audiences, it is reported that at the close of one recital "men and women stood on chairs cheering excitedly. Then the platform and the artist's room were rushed by about 200 young women, some of whom threw their arms round Paderewski's neck." The writer adds compositely:—"The great pianist seemed to enjoy the experience." Paderewski is coming to the East shortly, and it will be interesting to see whether his enjoyable experiences in Australia will be repeated here. It should be remembered, however, that he is a married man now.

"The Courtships of Catherine II. of Russia," by Mr. Philip W. Sergeant (late editor *Hongkong Daily Press*), which Mr. T. Werner Laurie is to publish, will doubtless revive many of the scandals associated with the name of an Empress who in spite of the flaws in her private character, was one of the greatest monarchs Russia has ever had. She extended the frontiers of the Russian Empire as no Sovereign had done since Ivan the Terrible; she improved the administration of the Empire, introduced a new code of laws, and was a great patron of art and literature. Intertwined with the record of her government from the throne from which her adherents deposed her husband is that of her relationship with the various men who, throughout her rule, gained more or less ascendancy over her. Among these favourites were some at least of remarkable character such as the brothers Orloff, and notably, Gregory Potemkin. The last-named was the organiser of Catherine's wonderful journey from St. Petersburg to the Crimea, when Potemkin entertained her not only with fireworks, one of which alone cost 40,000 roubles, but also with the view of houses, villages, and parks constructed for the occasion, and of a rural population moved by order from place to place.

The arrival in Hongkong Harbour yesterday, of the steamship *Telemachus* which had in tow an old French man-of-war whose fighting days are over, furnished an exceptional opportunity for the propagation of war news made on the spot. It was freely rumoured in town that a dismantled and disabled Russian cruiser had sought shelter in Hongkong from the terror of the Japanese, and that the vessel was in a terribly battered condition. The fact was that the *Telemachus* brought in an ancient receiving ship which was on duty at Saigon until it got beyond repair. The quondam man-of-war was recently sold for scrap-iron and has been brought to Hongkong to be broken up. The vessel presented a most woe-begone appearance when she arrived, and from a distance looked as if she had undergone all the stress of a long sustained bombardment. Prior to being sold by auction the warship was stripped of everything that had the slightest value. The decks were strewn with odds and ends of shipping gear, broken-down ladders, scraps of rusty iron, and a heterogeneous mass of useless rubbish and tackle. The journey from Saigon, notwithstanding the heavy monsoon which was encountered, it is stated that the boat shipped water freely and the pumps were used every six hours to clear the hold. The sum of \$10,000 was paid for the tow, which was accomplished at a uniform speed of four knots an hour.

Sir Polham Warren, K.C.M.G., H.B.M.'s Consul-General at Shanghai, has received a telegram from the British Minister at Peking to the following effect:—"Trade Marks Regulations.—Be so good as to inform the Chairman of the Chamber of Commerce that on October 1st, I informed H.M.'s Government by telegram of the objections urged at the public meeting, and on receiving his letter of September 30th, cabled the points mentioned therein. I have referred the question to H.M.'s Government, but until I receive instructions I am unable to ask for postponement."

We have heard nothing definite yet of the retirement—enforced or otherwise—of the American Consul at Shanghai. The *China Review*, however, says:—"In connection with the enforced retirement of Consul-General Goodnow from Shanghai, by order of the President of the U.S.A., we have had placed before us documents by Mr. Browne-Burke, in connection with several extraordinary actions on the part of Mr. Goodnow, which *prima facie*, were quite enough to prohibit his further continuance in office. The same paper reports, in another issue, that Mr. Davidson, F.R.G.S., late American Consul-General in Formosa, and recently appointed to Antang, has been given the post *pro tem*."

In the City of London Court last month, in the case of "Abraham v. Gompertz," the plaintiff, of Houndsditch, sued the defendant, of High Beech, Loughton, for £20 for repairing a large and elaborate musical-box to his order. Mr. P. H. Oliver, for the defence, said that the musical-box was originally made for the Chinese Court, and was formerly in use at the Palace in Peking, but it was looked upon as the property of the defendant. The defence was that the box was badly repaired. The plaintiff said that the box contained too many tunes to make them distinct. At the Chinese Court noise, and not music, was required. No Englishman would have such an article in his house, although it was very beautiful to look upon. Its cost was £175. Judge Rentoul was then invited to hear the musical-box play. Two tunes were played, the first, "Daisy Bell," and the second, the "Soldiers' Chorus" from *Faust*, given in polka time, a funny effect being produced, bells, castanets, drums, fife, and flutes being employed. The Judge said that he would like to hear a popular tune—he had not recognized either of the others—but none was played. The further hearing was adjourned.

## HONGKONG VOLUNTEERS.

The Volunteers at Stonecutters' Island are visibly smartening in their drill. Yesterday morning there was a spirited exhibition by the Maxim section, and in the afternoon also the men showed a hearty enthusiasm in their work which would have charmed the heart of the strictest martinet. About 50 men remained on the island during the day, and judging from their attitudes when the first afternoon boat went across they seemed to find life one grand sweet dream, only to be dispelled by the voice of the drill sergeant. One or two ladies went across to the Island in the course of the day, and visitors of the sterner sex also proceeded by the launch to chaff their soldier friends and partake of the camp hospitality, which was of the most generous character. As far as the drill was concerned, there was nothing of special note; while it lasted it was trying no doubt to those with relaxed muscles, but before the end of the week the volunteers should be in the pink of condition, and their manoeuvres should be worth seeing. The Hongkong Volunteer Mounted Troop yesterday evening went out for a ride to Deep Bay. They mustered in front of the City Hall at 5.30 p.m., looking very smart.

## "THE LADY SLAVEY."

Pollard's Lilliputians were as happy last night in this musical comedy as they were in the previous week's performances. Master Teddy Macnamara was a most amusing Lord Lavender, and Miss Olive Moore quite a charming Phyllis. The Heintz Lilliputians shone among the strolling minstrels, with Fred Pollard and Harold Fraser as the other two, doing good work. Willie Thomas was a most musical Major O'Neil. The part of Captain Fitzmorris was filled by Oscar Heintz. Miss Irene Finlay was good as Vincent Evelyn. The Major's daughters had two clever exponents in Miss Merle Pollard and Miss Nellie Sheddin. The Lawn at the Manor House was an excellently mounted scene. Altogether, the children performed in such a way that many will be sorry to hear the company is so soon to leave us. We are not even to have "A Gaiety Girl" on Wednesday night as promised. To-night the Company give their last performance in Hongkong. The announcement that they would repeat to-morrow by special request "A Gaiety Girl" has been cancelled, as the Company leave for Shanghai by the German Mail steamer.

## HISTORY REPEATING ITSELF.

The battleship *Hibernia*, of 16,350 tons (or 17,600 tons with her full stowage of coal), will enjoy the distinction of being the largest ship launched in 1904. She will carry four 12-inch, four 9.2-inch, and ten 6-inch guns. Her length is 425 feet and breadth 75 feet. We give these figures, said the *Daily Graphic*, in order to compare them with H.M.S. *Hibernia* launched exactly a century ago. It is a curious coincidence, which attention has not been drawn before, that the *Hibernia* launched in November, 1804, was the largest man-of-war ever launched in England up to that date. Her displacement was 2,499 tons, length 241 feet (along keel 167 feet), extreme breadth 53 feet, and she carried 130 guns of four descriptions, namely, 32, 24, 18, and 9-pounders.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

## THE YENTAI HOLOCAUST.

RUSSIAN LOSSES 14,042.

Tokyo, 24th October.

Marshal Oyama reports that further investigation makes the number of Russian prisoners 709, and of Russian corpses, 13,833. Of these, 5,200 were in front of the right army, 5,603 in front of the left, and 2,530 in front of the central army.

[RUSSIAN SERVICE.]

## RUSSIAN LOSSES AT SHABO, 55,868.

LONDON, 22nd October.

It is announced in St. Petersburg that the Russian losses at the battle of the Shabo amounted to 55,868. The number of killed is estimated at 12,000.

## THAT HONGKONG CIGAR FACTORY.

From enquiries made here in Manila, says the *Cablenews*, it looks as if that "La Estrella Preciosa" cigar factory in Hongkong is indulging in somewhat questionable methods in order to gain patronage. In its circular its directors say: "We have decided to transfer our Far East business to Hongkong, a free port, in order to facilitate all transactions with our numerous customers."

In the foregoing, though not directly stated, it is implied that the factory had previously been doing business in Manila, by this means it being evidently intended to secure the prestige which attaches to the cigar factories of this city. As a matter of fact there has been no factory of that name in Manila recently, and so far as is known, at any time. It would thus appear that the Hongkong concern is deliberately trying to make capital out of false representations.

While not definitely known, it is hinted that the Hongkong company has been organized by Chinese capital, and this appears likely.

As to its confessed purpose of taking the Hongkong and China coast trade from Manila, the concern will at least not gain any advantage over Manila through there being no law owing to the fact that cigars or other goods exported are exempted from that tax.

There seems no question, however, but that in many ways the Hongkong company will have advantage over the factories in this city and will affect the Chinese trade to a greater or less extent.

It is not yet learned whether the commission intends taking any steps in the matter, but if it is demonstrated that the Hongkong concern is cutting into the Manila trade doubtless a remedy will be found in such legislation as will put the company out of business.

In a later issue, the *Cablenews* says: Vice-Governor Ide and Collector Hord, who were both seen yesterday regarding the possibility of Manila's cigar trade along the Chinese coast being affected by the factory which is now running there, are inclined to the view that Hongkong concern conveys no serious threat to the Manila firms.

While Collector Hord could see no factor whatever which might inure to the success of the "Estrella Preciosa," and give it an advantage over the Manila factories, the vice-governor was inclined to think that in the matter of labour the former would be better off. As is generally known, the scale of wages which prevails in Hongkong is much lower than that which obtains in the Philippines, and as in the making of cigars the element of labour enters quite a substantial figure in the balance of profit and loss, it would seem that there at least the Hongkong factory would have some advantage.

According to figures just published by the bureau of insular affairs at Washington, last year Hongkong and the British East Indies bought more than one-half of the total export of cigars from the Philippines. While a large part of this amount was doubtless for transshipment, a good part was doubtless used in Hongkong and other eastern cities. It would therefore appear that the Hongkong and China trade is not to be despised, and that any factor which affects or threatens to affect it cannot be altogether neglected.

## POLICE COURT.

Monday, 24th October.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

## ALLEGED FALSE PRETENCES.

A Chinese doctor was charged with obtaining \$30 in cash and a metal watch, valued at \$670, by false pretences. The complainant, another Chinaman, said he sent for the doctor, who burnt his chest with a piece of lighted lamp-wick, and pierced his flesh with a needle. Then he said the patient would have to hand him over \$100, or he would not pull out the needle. In that case he would certainly die within a couple of weeks. The complainant, in great fear, obtained the \$30, and also handed over his watch. He could not get any more money. The defendant agreed to accept this, and pulled out the needle. Complainant subsequently reported the matter to the police, and the defendant was arrested. The case was remanded.

## INQUEST.

Re SUN FU, DECEASED.

A coroner's inquest was held yesterday afternoon, by Mr. H. H. J. Gompertz, into the circumstances of the death of Sun Fu, a ricksha coolie who died at the Government Civil Hospital on the 14th of September. It was alleged that he died from injuries inflicted by a European constable, who kicked him.

Messrs. James Little, Harry Eyre and J. Rodgers (foreman) were sworn as jurors.

Mr. Gompertz gave a short account of the circumstances attending the deceased's death. The man was a ricksha coolie who came back to his coolie house on the 13th September, and made a statement to his friends to the effect that a European constable had kicked him in the foot and back. He showed the marks, and said that some people had witnessed the assault. Next day a report was made to Police Inspector Gault by one of his friends. Inspector Gault made an examination, and sent the man to hospital. Next day he said that two men came up to him, while he was sitting on the shafts of his ricksha (at the corner of Possession Street and Queen's Road), and one of them, kicked him. Dr. Laing pronounced the man to be dangerously ill. All the European constables who were or might have been on duty about the neighbourhood in question when the assault took place were paraded, but the man could not identify anybody. He subsequently died under ordinary circumstances. When he was on the point of death he made a statement before Mr. J. H. Kemp, but as he would not admit that he was in danger of death this was not admissible to be considered as evidence—that was because of the absence of that solemnity which would be present if a man believed he was about to die. As, however, a coroner's inquest was less formal than a trial, Mr. Gompertz thought it admissible to let the jurors know everything connected with the man's death. They must not base their verdict on the statement, though. Those who witnessed the occurrences were ricksha coolies. There appeared to be no doubt that there was an assault—blows on the back—which caused rupture of the spleen, from which the man died.

Evidence was led.

Dr. Laing, Assistant Superintendent of the Government Civil Hospital, gave evidence that at 9 a.m. on the 15th September a Chinese coolie, 40 years of age, residing at No. 4, Wyndham Street, was admitted into the Government Civil Hospital. He examined him, and found several bruises on the back and loins. One bruise was just over the spleen. At 2 p.m., as he was getting considerably worse, he was operated on, and died shortly afterwards. As the result of a post mortem examination the deceased was found to have a diseased spleen. At least four or five ribs must have been given with considerable violence. The man suffered great pain. An operation was the only hope of saving his life.

Mr. F. J. Badeley, Captain Superintendent of Police, gave evidence that from enquiries he learned that P.-C. Ryan had been on duty with a recruit, P.-C. For, at the time and district in question. P.-C. Fowler was also on duty with another recruit, P.-C. Huller, on patrol duty in the section of Queen's Road taking in the corner of Possession Street. Hearing that the man was dangerously ill he took these men, and others, to see if he would be able to pick out the man who struck him. Mr. Kemp was also present. The man said that a sergeant—they always called all European constables sergeants—kicked him; he took up his ricksha and ran away.

The four mentioned constables gave evidence, but did not throw any light on the matter. The jury returned a verdict of death from a ruptured spleen, as a result of violence.

## AUSTRALIAN FROZEN MEAT FOR SINGAPORE.

The cattle dealers of Bangkok, who, after many years of strenuous labour, have succeeded in building up a prosperous and lucrative trade with Singapore, are greatly perturbed in consequence of the competition which is threatened by an Australian refrigerating company who intend to start active operations early next year. The new company, popularly known as the frozen meat syndicate, is practically a branch of a Queensland concern, and as it is in the hands of capable and energetic men, its success in Singapore seems to be assured. Extensive premises have been erected in that Settlement, and it is proposed to import for local consumption all manner of Australian frozen meat besides farm products generally. The effect of such competition on the Bangkok trade may not be immediately disastrous, but it will certainly seriously reduce the returns of the cattle-dealers. Last year it was officially stated that the Bangkok dealers exported to Singapore cattle valued at Tcs. 635,000, or, roughly, \$381,000, and that figure was stated to be rather under than over the actual value of the trade. Of course it is improbable that this large export trade will be doomed even by the accession to Singapore of astute rivals, in the shape of an Australian syndicate, but fears are entertained that should the frozen meat trade flourish in Singapore the promoters may actually invade Bangkok and compete with the Chinese and Indian dealers on what they have previously considered to be their own territory. Indeed, the *Bangkok Times* goes the length of suggesting that some firm in Bangkok should consider the possibility of providing this port with prime Australian refrigerated meat when supplies can be drawn from Singapore. The thing should pay in a modest way," adds the writer, "for the meat trade in Bangkok has grown to very considerable proportions, and there must be a good many who would be willing to pay a little more for a good thing." The Australians hope to be in full working order by March next, when they propose to provide a regular supply of meat for the town of Singapore, the shipping and the adjoining settlements.



## THE CHINESE IN SOUTH AFRICA.

[FROM A SOUTH AFRICAN CORRESPONDENT.]

You will no doubt be interested in Hongkong in the question of how the Chinese are settling down to their new work in the mines in the Transvaal. From all appearances the results of introducing the Colonoial will be very much the same as has been experienced in other parts of the world where his services have been called into requisition, so far as the work itself is concerned—and this is in a practical point of view the most important question—there seems little reason to doubt that Johnny Chinaman will prove the same plodding, industrious labourer in the Transvaal as he has shown himself to be everywhere else. Those least inclined to appreciate the Chinaman as a whole have never been disposed to accuse him of laziness. He has many bad and many unpleasant ways, but he certainly does not mind work—always provided that it leads to its natural result—an adequate return in the almighty dollar. So the newly-arrived Chinese have according to all reports given full satisfaction to the mine-owners so far as their actual work is concerned. They showed down merrily into the mines, and soon went how much could be accomplished by steady work, and at first they seemed very fairly amenable to discipline. The awful results of bringing the Chinese into the Colony which had been predicted by those whose chief aim always seems to be to throw obstacles in the way of the settlement of all matters, whether economical or political, in the Transvaal, were soon found to be moonshine. The Chinese duly arrived at Durban and were easily transferred to the sphere of their labours, and the world still went round as usual. There was no outbreak of plague, and no clash with the Kaffirs; nothing like slavery or oppression, and no sign of any serious inconveniences to the European residents. All has been so far satisfactory, and sanguine persons began to believe that the great labour question had been finally settled in as good a way as such a question ever can be adjusted. But of late there have been signs that it is not all *coulour de rose*. The Chinaman may emigrate to any part of the world, but he is the Chinaman still; and it has not been long before he has begun to show in the Transvaal the old familiar ways that make him so troublesome a subject to deal with in other parts of the world—in Hongkong, to some extent among them. Soon after arrival half a dozen of the Celestials who had come with the first "batch" found it convenient to desert from their employers, and endeavour to strike out in some more congenial pastures than were afforded by underground work in the Transvaal mines. Fortunately there are very simple laws in the Colony as to servants who desert from the service of their masters, and the local magistrate was able by means of them to deal very promptly and effectually with deserting Celestials. With their habitual respect for the "Mandarin" they accepted the situation, resigned themselves to the fines imposed upon them by the "Devil official," and returned, sadder and wiser men, to their duties. But a more serious development of Chinese poppetries has of late become manifest. A Chinaman is never happy without his guild or secret association, and those who knew them were quite prepared to find something of this kind cropping up ere long in South Africa. Sure enough an enterprising Celestial was one day discovered giving himself out as the President of the "Chinese Labour Association," and haranguing an admiring audience of his fellow countrymen upon the wrongs they were subjected to, especially in the matter of wages, which he declared were too low. The authorities got wind of the affair and arrested the energetic orator and some of his followers, who were charged with conspiracy and endeavouring to induce other Chinamen to leave their work. I don't hear that anything more has been done, so I suppose the matter has simmered down, and that dismissal with a caution has been considered sufficient to meet the exigencies of the case. I don't imagine there is very much in it. Probably the men had been got hold of by some of the labour agitators, who are as active in this part of the world (and will very likely be as mischievous) as they are in most places; but the incident is not reassuring and portends difficulty in the future. The Chinese are too well versed in the arts of labour combinations and secret organisations to require any schooling, and it is to be regretted that they will be sure to find persons only too willing to set them going in this direction at the mines. Such attempts, however, won't go much farther than causing occasional temporary inconveniences, as the ordinary laws of the Transvaal are quite sufficient to meet insubordination on the part of natives (among whom the Chinese will rank), and the Chinaman is shrewd enough to know when he is well off, as he undoubtedly is in his new sphere. It is stated that some few of the men engaged have been permitted to return to China with the object of informing their fellow countrymen how well off the immigrants are, and inducing others to follow. This seems a little too good to be true, and I should think it is not unlikely that these benevolently disposed gentlemen are in tow of the Labour Association and will use their endeavours to prevent fresh emigrants accepting pay lower than they think desirable. When a Chinaman gets into a good thing, he is not as a rule anxious to call the whole of the Flowery Land to come and share it with him. I don't suppose, however, that any attempt of this kind will have much effect. The labourers are being brought from too many different directions to make it possible to influence them all in this manner; but still, if

the employers are wise they won't allow too many to go back to China with the benevolent object of spreading the good tidings.

There have already been signs of trouble in the direction of gambling establishments, and some of the new immigrants have been made acquainted with local laws against public gaming houses. Whether these enactments will be of any good as a means of restraining the Chinaman's innate tendency to gamble remains to be seen. I myself should very much doubt it. A Chinaman will have his opium and his *jan-tan*, and all attempts to stop them are sure to be evaded. The utmost that can reasonably be done is something in the direction of a fine; and after a time this merely becomes a matter of calculation—so much gain from the houses to the good, and so many fines to be added up periodically—say at China New Year—to be placed *pro contra*. If the authorities in the Transvaal intend to prosecute every gathering of Chinese for a friendly little gamble they will have enough to do. In time I imagine they will find it advisable to have a blind eye to a few little irregularities and take the Chinaman's good work for the benefit of the Colony and leave his moral development to other influences. It is not likely to be greatly furthered by statutory enactments.

The real difficulty which is ahead is the possibility of the Chinese as they increase in numbers forming secret societies and causing trouble in the same way as the *Gee Hing* and *To Pe Kongs* in the Straits Settlements. The "Labour Association" incident shows how ready they are to attempt such combinations; and as time goes on and they get to know better how they stand, there is every likelihood of organisations springing up of a troublesome character. One good feature is that the immigrants are not all coming from the same provinces. The northern men from Manchuria are not likely to coalesce very greatly with those from the southern parts; and thus the tendency to any general combination will be modified; and the conditions of life in compounds and divided off into the different mines—are such as will prevent factionalism and rivalry among themselves ever attaining serious dimensions. Still it would be too much to hope that the Government will not have a few troublesome matters to deal with from time to time; there is no reason to fear anything that cannot be handled with a little tact and common sense.

## UNDESIRABLE ALIENS.

BRITAIN AND AMERICA IN AGREEMENT.

For a considerable time past the people of Britain have recognised the dangers resulting from the indiscriminate admission of aliens. The leading organs of the press inaugurated a vigorous campaign against the dumping of undesirables on the land of the brave and the free. The records of the London police courts furnished a highly suggestive commentary on the ways of the alien, who excelled in crimes of violence, thefts and other serious offences. The magistrates' fulminations against the "undesirables" were quoted daily, until public opinion was so aroused that the Government introduced an Aliens Bill, which was intended to deal with the immigration of foreign races to England. It is doubtful, however, whether that Bill will become law, this session at least, and the noted caricaturist "F. C. G." had a skit on the subject in the *Westminster Gazette* some time ago. It represented Mr. Balfour, in bathing dress, leading an archer named "The Licensing Bill" away from the water, while a flattened figure of a child labelled "Aliens Bill" floated serenely towards the horizon. The explanatory note under the caricature read—

"She left the baby on the shore—  
A thing she'd often done before."

The struggle in the East, and now interests at home, have temporarily obscured the alien question, but in America it is rapidly assuming importance in view of the immense numbers who emigrate from the most ignorant districts of Russia, Austria, and Italy. The *Exporters' and Importers' Journal*, which represents the feeling of merchants in New York, Boston and Chicago, has a rather alarmist article on the subject in its latest issue. During 1903, it is stated, nearly a million aliens entered the United States; at New York alone 642,959 steerage passengers were landed. These figures are regarded as startling, and the newspaper in question goes on to say: "What is even more startling is the fact that the great majority of these new-comers represent the least inviting classes of the world's population. It is not the Englishmen, or the Germans, whom we would heartily welcome, who are coming to claim our hospitality and repay it by helpful work to aid the country in its progress. The number of these classes is pitifully small. More than two-thirds of the great aggregation which came to swell our population came from Austria-Hungary, Italy, or Russia. All these nations have among their citizens energetic, pushing men who would do credit to any nation; but these men remain at home, where they can use their energies to their own and their country's advantage. It is the poorer and more uninviting classes that come to this country. It is the men who are burdens at home who are flocking to our shores to become burdens here, and this fact throws a gloomy pall over the figures which tell of our swelling population. The time has come when some step must be taken to reduce the overwhelming flood of immigration which is deluging our land. This great Republic was not established at the expense of blood and treasure to provide an asylum for the criminals or the paupers of Europe, but that is what it is fast becoming."

Mr. H. F. Brady, H.B.M.'s Consul at Fochow, left for Hong by the English Mail on nine months' furlough. Mr. Playfair is to resume the substantive appointment of Consul at the port in the meantime.

## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 20th September.

## THE DEATH OF PRINCE HERBERT BISMARCK.

The news of the death of Prince Herbert Bismarck, the son of the first Chancellor of the German Empire, at Friedrichsruh on Sunday morning, the 18th inst., will have reached you by this cable. The Prince had been suffering for some time from liver disease, the progress of which all the skill of his medical advisers had not been able to stem, but it was only quite lately that it became acute, and a week ago it was only suspected by a few outside the family that his life hung on a thread. He leaves a wife, the daughter of Count Hoyos, well known in aristocratic circles in London, whom he married in 1892, and five children, the two eldest being girls; the eldest of the three boys, and heir to the title and the estates, Prince Otto Christian Archibald, has not yet attained his seventh year.

The late Prince was born at Berlin on Dec. 21, 1849, but, his father holding the appointment of Prussian ambassador to the Diet at Frankfurt-on-Main, and afterwards that of ambassador to the Court of St. Petersburg, he spent most of his early years with his family in those towns, until at the age of sixteen he, together with his younger brother Wilhelm, who died three years ago, entered the Friedrich-Werder gymnasium in Berlin. After having passed his final examination most creditably, he matriculated at the university of Bonn, where he at the same time served his year as a volunteer in the "King's Regiment of Hussars." When the war with France broke out in 1870 he joined the 1st Dragoons, with whom he rode in the famous cavalry charge at Mars-la-Tour; he was severely wounded and even reported dead. He shortly afterwards received the order of the Iron Cross and his commission. Peace having been concluded, he returned to his studies, this time in Berlin, where he passed the several State examinations in the usual course and entered the diplomatic service in 1874. Although nominally attached to the legations at Munich and Dresden, he was chiefly engaged in acting as secretary to his father, who found in him an apt and promising pupil. This went on whether he was studying colonial politics under Dr. Kaiser in Berlin or holding diplomatic posts elsewhere, until he entered the Foreign Office in 1881. He was shortly afterwards appointed to the German embassy in London under Count Münster, where he remained for two years, making many friends. In 1884 he was removed to St. Petersburg, and thence after a few months as ambassador to the Hague. Whilst in Holland, he was ordered to London, where he was successful in settling the boundary question of the Cameroons and New Guinea to the satisfaction of his Government. During his absence he was elected member of the Reichstag by the district of Jerichow in Schleswig-Holstein, and in May, 1885, received his appointment as Under Secretary at the Foreign Office; in the following year he was promoted to the post of Chief Secretary, when owing to his father's failing health the sole charge of affairs devolved upon him. He obtained Cabinet rank during the short reign of the Emperor Frederick, and on the accession to the throne of the present sovereign accompanied him on a round of visits to some of the Courts. When his father retired from office, he also resigned and devoted himself entirely to the improvement of the family estate of Schönhausen, taking his seat in the Reichstag only when matters of paramount importance were being discussed. On the death of the great Chancellor he succeeded to the family estates and to the title of Prince, that of Duke of Lauenburg lapsing, having been conferred on his father for life only.

The Prince's remains will be deposited in the mausoleum at Friedrichsruh, which he erected in memory of his parents and where they too are interred.

## THE HIBERNIA COAL MINES.

I mentioned some time ago that in consequence of negotiations then pending between the Prussian Government and the Hibernia Coal Mining Co. of Westphalia for the purchase of their property, the mining market had been greatly excited, and that shares, more particularly those of colliery companies, had advanced considerably, although the scheme did not seem to be viewed with favour either by the shareholders of the Hibernia or by the public generally. I may state in parenthesis that Hibernia's starting about 180 have since reached 270! At a general meeting of the company held for the purpose three weeks ago the offer of the Government was submitted to the shareholders, but declined, being considered too low; besides it was argued that the interference of Government had as a rule proved anything but advantageous to trade, as witness the "Börsengesetz." A second resolution was then passed authorizing the issue of fresh shares to the extent of six million marks in order to meet the increasing requirements of the concern. The Dresden Bank, who own shares to the amount of 18 million marks, acquired probably with a view to further the ends of the Government, abstained from voting, although two of their directors were present besides a lawyer from Hamburg holding a special power of attorney from the bank. They entered a protest against the legality of the proceedings, alleging that the resolutions had been passed by a majority of barely more than one half of the number of shareholders, whereas, according to the articles of association of the company a majority of three-fourths was required to decide upon the question of liquidation, and that a sale of the property must be considered equivalent to the winding up of the concern. It was stated in reply that the rules did not prescribe a majority of three-fourths, but only the presence of that number; that

rather more had attended that day, and that the abstention from voting on the part of the bank could make no difference. The latter has now filed a petition in court for the rescission of the resolutions passed at the general meeting, and have in the meantime obtained an injunction staying the issue of fresh shares. It is currently believed that, at the reopening of the Prussian Chambers, the Minister of Commerce, Herr Moller, will bring in a Bill authorizing the purchase on behalf of the State of a moiety of the shares now held by the Dresden Bank, the value of which at present is something like 54 million marks. Whether the Chamber will sanction so great an outlay remains to be seen, particularly if the acquisition of these shares be intended as a first step towards the acquisition of the whole property, for in that case it would probably defeat its own object, for the Government, being an interested party, would be by law debarred from voting on the question at any subsequent general meeting.

## HIS MAJESTY AND THE HAMBURG-AMERICA LINE.

It is announced that Captain von Gruenne, naval A.D.C. to the Kaiser, has, by special desire of his Majesty, been invited to join the Board of Directors of the Hamburg-American Line; that he has accepted, and will take charge of the nautical department. He will retire from active service, but will retain his position as A.D.C. to the Emperor. This is a fresh proof, if such be required, of the importance the latter attaches to the development of the mercantile marine of the country.

## SHIPBUILDING IN GERMANY.

Shipbuilding in private yards is making rapid progress; it appears from the official returns reproduced in one of our local newspapers, that they have turned out

In 1898	333 vessels of 208,835 T. Reg.
1899	406 " 236,644 "
1900	385 " 272,778 "
1901	441 " 291,703 "
1902	407 " 270,998 "
1903	507 " 305,311 "

showing an increase within the six years of 174 vessels and of 96,479 tons, which is entirely due to orders for home account.

## VESSELS BUILT OR BOUGHT ABROAD NUMBERED IN

1898	46 of 52,065 T. Reg.
1901	60 " 110,376 "
1903	33 " 37,038 "

## A BRITISH STEAMER IN QUARANTINE.

The British steamer *Bishopsgate*, which arrived from West Africa on the 29th ult., has been placed in quarantine, owing to a suspicious case of death on board and the discovery of dead rats. The latter have been handed over to the medical authorities for examination, whilst the cargo, consisting chiefly of cereals, has been discharged into lighters through wire nettings, in order to prevent any rats, dead or alive, from being taken ashore. The men working on board have been provided with overalls and gloves, so as to minimize the risk of infection. Fortunately, no plague bacilli have been discovered so far. The *Bandone*, a later arrival, was stopped for the same reason, but has since been released.

## COSTLIEST STEAMERS AND CHEAPEST FARE.

The summer of 1904 has witnessed the cheapest ocean passenger fares on record, at the same time when both in the United Kingdom and in Germany the largest and most costly steamers in the world are being built for the two great steamship companies which are the keener of all the competitors on the Atlantic. Two pounds by third class to New York from Dover, Liverpool, or Southampton means about eight miles for one penny, and in addition board and lodging for a week in steamers many of which provide accommodation for their third class passengers such as could not be obtained by first class passengers forty years ago, when the largest steamer on the Atlantic was the famous *Scythia*, of 3,871 tons, the last and largest of ocean paddle steamers.

The cost of the vessels that carry passengers at these cheap rates, and still more the cost of the steamers now building for the lines that are carrying on the rate war, is in striking contrast to the fares charged. When the Cunard line came into existence it began operations with a subscribed capital of £270,000, and that was sufficient to build four steamers for the Atlantic mail service, as well as three other smaller vessels for the inter-colonial mail service, with Halifax as their starting point. It is certain that not one steamer intended for the Atlantic mail service has been built for so small a sum as £270,000 within the last fifteen years, or to put it more accurately, since 1888, when the *City of New York* and the *City of Paris*, the first Atlantic mail steamers of over 10,000 tons, were launched. The latest addition to the list of German ocean liners, the *Kaiser Wilhelm II.*, was insured for over one million sterling when she was ready to run her trial trip.

It is evident, however, that the *Kaiser Wilhelm II.* will not long be the most costly merchant steamer in the world. The two great vessels building for the Cunard line will be of at least 30,000 tons gross, as compared with the 20,000 tons of the *Kaiser Wilhelm II.*, and their engine power will exceed that of the German by at least 20,000 horse-power. So that if the cost of the vessels is increased in proportion it cannot well be less than one million and a half; and as it is reported that one, if not two, ships are now building at Stettin to exceed the largest of the "unaid" line, if possible both in tonnage and in speed, their cost will be more than that of the largest Cunard liner. The White Star and the American lines are now carrying third class passengers at the cheapest rate by their largest and most costly steamers, so that if the rate war goes on with as much intensity on both sides as is shown now it is possible that third class passengers may be carried in steamers that cost nearly two millions at fares which leave not a penny of profit to the owners of the steamers.—*Daily Graphic*.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Choo.)

## AMERICAN COMMERCIAL INTERESTS IN MANCHURIA.

Mr. Miller, American Consul at Newchwang, in a report published in the last issue of the United States Consular Reports, states that the growth in the trade in American cotton goods in Manchuria exhibits the greatest expansion in American trade in the East. Last year the volume of this trade was the greatest of any year since foreign trade with Manchuria began. The total imports of foreign cotton goods at Newchwang amounted in value to \$5,562,255 gold, or nearly 1½ million sterling, of which American goods were valued at \$4,573,960, or little short of nine-tenths of the whole. Mr. Miller thinks that much more extended Manchuria than these figures show, particularly through Port Arthur and Dally. Before 1902 the foreign trade of Manchuria practically all passed through Newchwang; but in 1902 both imports and exports came and went by Dally, Port Arthur, and Vladivostok as well, while in 1903 foreign trade used not only these, but also Chin-wai-tun and the river route by the Amur and Sungari to Kirin. In 1899 Manchuria had one avenue of foreign trade; last year it had seven. Yet the volume of Newchwang trade is not affected. Last year it amounted to over 134 million dollars for foreign trade. The growth of Manchurian trade has been the result of agricultural development produced by the settlement of farmers from other parts of China. The country is rich in minerals—coal, iron, copper, silver, and gold—which have been worked in a small and crude way only; its forests are valuable, its agricultural wealth great, and its people capable and industrious. In addition it has good waterways, and railway construction and working in it are easy and economical. Combined with all these is a healthy and invigorating climate, in which the crops never fail. The railways are only just beginning to have an influence on trade and the people are altering their methods to meet the new conditions; the great growth in trade hitherto, however, has taken place quite independently of the railways and under a system of cart traffic unequalled elsewhere in the world. What effect the railways will have on trade will depend on the wisdom of the railway management; even during last year the carts were competing with the railways over distances of 400 miles or more. In the trade in cotton goods America has four competitors, the most important being China herself. The goods known as *nankeens*, made from native hand-looms and from yarns produced in miles in China, were imported to Manchuria last year to the value of over 5½ million dollars, and are the most severe competitors of American drills. Then follow Indian yarns worked up and dyed in Manchuria itself; next come Japanese yarns, worked in the same way; and last of all Russian piece-goods. The last form a somewhat unknown quantity. The trade in Russian cotton prints is believed to have been important in Northern Manchuria; with Kharbin as the centre, and Russian drills and sheetings, which paid no duty, were said to be driving out American goods. The Russo-Chinese Bank has assisted Russian trade greatly and financed Chinese merchants ordering goods from Russia, and American merchants desiring to retain their hold on Manchurian trade in cottons, kerosene, and other articles must study banking facilities as well. The consumption of kerosene increased greatly during the Russian occupation in consequence of the rules as to lights in the streets, and the Russian Oil Company has constructed a large number of tanks in the chief towns and have tanks likewise on the railway. In concluding his report, Mr. Miller says:—"Manchuria and Mongolia are marvellously rich, and under a good Government, with transportation provided, and its timber and mineral wealth developed and added to its agricultural resources, Manchuria will prove one of the greatest markets for United States goods, as well as a splendid field for the investment of United States capital. Its people are industrious, frugal, and capable, and need only an enterprising, substantial, and honest Government to ensure them great prosperity."

## SHIPPING NOTES.

**STEAMER MOVEMENTS.**  
The C.E.R. steamer *Empress of India* arrived at Shanghai at 10.30 p.m. on Saturday, the 22nd Oct., and left again at 8 p.m. on Sunday, the 23rd Oct. for Hongkong, where she is due to arrive at 8 a.m. to-morrow.  
The C.P.R. steamer *Empress of China* arrived at Nagasaki at 9.30 a.m. on Monday, the 24th Oct., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 8 p.m. to-day.  
The C.E.R. steamer *Athenia* left Yokohama for Vancouver on Saturday, the 22nd Oct. p.m.  
The O.S.S. & C. steamer *Yangtze* left Singapore on the 22nd Oct., and is expected here on the 27th Oct.  
The A.L. steamer *Trieste* left Shanghai for this port on the 23rd Oct.  
The Tucknall Line steamer *Barotse* left Shanghai via Foochow for this port on the 22nd Oct., and is expected here to-morrow.  
The O.S.S. & C.M. steamer *Meacham* left Kobe yesterday daylight for Hongkong via Shanghai, and is expected here on the 5th prox.

**MISCELLANEOUS.**  
The s.s. *Hin Sang* brought 2,700 tons of sugar from Sourabaya for Messrs. Jardine, Matheson & Co.  
The s.s. *Lady Mitchell* arrived from Saigon yesterday with 800 tons of rice for Messrs. Blackhead & Co.  
The s.s. *On Sang*, from Kutchinotsu, brought 4,175 tons of coal here.  
The s.s. *Nanhan*, from Saigon, has 2,800 tons of rice on board.  
The China Navigation s.s. *Kaifong* brought 2,000 tons of rice here from Haiphong.  
The s.s. *Chun Sang* brought 2,300 tons of rice here from Saigon.  
The s.s. *Bavtry*, from Cardiff, has 2,800 tons of coal on board.  
The China Navigation s.s. *Shantung* brought 3,000 tons of sugar here from Samarang.  
The s.s. *Elizabeth Rickmers* brought 2,400 of rice from Bangkok for Messrs. Butterfield & Swire.

TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.,

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO  
CO., LD.NEW IRON  
FRAMED  
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER  
PIANO  
PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED  
PIANOS BY  
BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &amp; Co.

BABY  
GRANDS

Hire OR Credit

Hongkong, 10th October, 1904.

Dr. NEWELL WILSON

DENTIST.

Latest American Methods.  
Reasonable Fees.  
No charge for examinations.  
Office hours 9 A.M. to 5 P.M.1st FLOOR, WATKINS' BUILDINGS,  
31, Queen's Road Central,  
Hongkong, 19th October, 1904.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special delivery matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press. Codes: A.B.C., 6th St. Lieber's. P.O. Box, 38. Telephone No. 12.

## NEW ADVERTISEMENTS

## KOWLOON CRICKET CLUB.

A MEETING of Members of the above Club will be held in the SPANISH INSTITUTE, Kowloon, TO-MORROW (WEDNESDAY), the 26th inst., at 9 p.m. HAROLD C. AUSTEN, Hon. Sec. Pro Tem. Hongkong, 23rd October, 1904. [2517]

## R.A.O.B. KING EDWARD VII. LODGE No. 910.

A REGULAR MEETING of the above LODGE will be held in the R.A.O.B. CLUB ROOMS, TODAY (TUESDAY), 25th inst., at 8 for 8.30 p.m. Visiting Brethren cordially invited.

BUSINESS—ELECTION OF OFFICERS. No. 1, Queen's Road East, Hongkong, 14th October, 1904. [1893]

## NOTICE.

We respectfully invite the Public to an EXHIBITION OF WATER COLOUR PAINTINGS

By RENOWNED JAPANESE ARTISTS, TO be held on the First Floor of No. 10, Queen's Road Central, for TEN DAYS, from the 28th INST. TO THE 7th PROXIMO.

The Paintings show the attainments of Japan in the Arts of Peace as the glorious Victories of our Army and Navy proclaim the nation's attainments in the Art of War. Your Sympathy with our Country in the present struggle will add to the value of the Paintings as Mementos. They are most suitable for CHRISTMAS and NEW YEAR GIFTS. A Number of Pictures relating to the War will be included in the Exhibition.

G. FUKUCHI, (of Yokohama), Hongkong, 25th October, 1904. [2518]

## GOVERNMENT OF BRITISH NORTH BORNEO.

## GOVERNMENT OF LABUAN.

## REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the Secretary to the Governor, Sandakan, on or before the 15th November, 1904, for the following Revenue Farms for the year 1905, or for the three years 1905, 1906, 1907.

OPTUM FARMS. SPIRIT LICENSE FARMS. PAWNBROKING FARMS. GAMBLING RESTRICTION FARMS (North Borneo only).

For particulars apply to—Messrs. GIBB, LIVINGSTON & CO., Hongkong, 27th August, 1904. [2064]

## BRITISH NORTH BORNEO.

## CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government and exclusive of Import duties on Wines, Beer and Spirituous liquors which are farmed separately, and Export duty on Rats Tobacco, Timber, Coal, Minerals, Cutch and Manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilok River in Padas Bay on the West Coast, to Bourne Point, Sibako Bay on the East Coast, including all Bays, Rivers and Islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the laws and regulations now in force or to any laws or regulations which may from time to time be enacted or used by Government.

Any further information on the subject may be obtained from Messrs. Gibb, Livingston & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Residents or Officers-in-Charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered, and which must be partly in cash, to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

Hongkong, 27th August, 1904. [2065]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTON-JONES'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

## BOARD AND RESIDENCE

## BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD," 27, CAINE ROAD, Hongkong, 19th March, 1904. [2265]

## "TANG YUEN" BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation. Apply—MANAGERESS, Macdonnell Road.

FAIRALL & CO., Queen's Road, Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill, Hongkong, 1st January, 1892.

## INTIMATIONS

THEATRE ROYAL CITY HALL.

Under the Distinguished Patronage of H.E. Sir MATTHEW NATHAN, K.C.M.G.

POSITIVELY LAST NIGHT!

POSITIVELY LAST NIGHT!!

## POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT! TO-NIGHT!!

TO-NIGHT (TUESDAY),

OCTOBER 25th.

The Brightest, Most Tinsful Production and

Wittiest of the Season.

"THE LADY SLAVE"

NEW SONGS AND DANCES.

Late Train and Ferry Launch will leave

quarter of an hour after the performance.

Plans Now Open at the ROBINSON

PIANO CO.

Hongkong, 24th October, 1904. [2504]

BOTHEN MARK LODGE, No. 284.

A REGULAR MEETING of the

BOTHEN MARK LODGE will be

held at the FREEMAN'S HALL, on

FRIDAY, the 25th inst., at 5 for 5.30 p.m.

precisely. Visiting Brethren are cordially

invited to attend.

Hongkong, 24th October, 1904. [2505]

VICTORIA RECREATION CLUB.

## WANTED.

FROM 1st November, A EUROPEAN

STEWARDS for the above Club. Salary

to commence \$120.00 per month.

Applications in writing, accompanied by

references, to be addressed to the undersigned.

HAROLD C. AUSTEN,

Hon. Secretary.

Kowloon, 22nd October, 1904. [2196]

STEAMSHIP "BARON GORDON"

ASHORE ON THE BOMBAY

SHOAL.

TENDERS will be received at the Office of

the undersigned up to Noon, on

THURSDAY, 27th October, for—

(1) Salvage of all gear and materials on the

basis of percentage of the value recovered.

No cure no pay.

(2) Purchase of the vessel as she lies on the

Bombay Shoal. The undersigned do not

bind themselves to accept the highest or

any tender.

GILMAN & CO.,

Lloyd's Agents.

Hongkong, 22nd October, 1904. [2497]

## NOTICE.

THE SOUTH CHINA TRADING COM-

PANY have this day started business as

IMPORT, EXPORT and GENERAL

COMMISSION AGENTS at No. 18, Bank

Buildings, First Floor.

E. MOORE,

General Manager.

Hongkong, 21st October, 1904. [2457]

## NOTICE.

MRS. ERMA GUIOU having purchased

of Mrs. HELENA WILLSON from the

1st November, 1904, the business of a

Boarding House lately carried on by Mrs.

WILLSON, at 49, Pottinger Street, Victoria,

Hongkong; the business will hereafter as from

the 1st November 1904, be continued by Mrs.

ERMA GUIOU under the Style of the

"PENSION FRANCAISE"

All Debts due by and to Mrs. HELENA

WILLSON up to the 31st October, 1904, will

be paid and received by Mrs. WILLSON.

Dated this 20th day of October, 1904.

ERMA GUIOU,

HELENA WILLSON.

## FOR SALE.

A FIVE-ROOMED HOUSE at the Peak.

Also, a finely situated Croquet Ground

near to above.

For particulars apply to—

TURNER & CO.,

Hongkong, 22nd October, 1904. [2494]

## FOR SALE.

AMERICAN Bank "EVIE J. RAY," 919

tonnet register, now in port. For partic-

ulars, apply to the Captain on Board or

SANDER, WIELER & CO.,

Agents.

Hongkong, 15th October, 1904. [2416]

## THE SWATOW GRASS CLOTH, SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations particulars

and samples, will be sent free on application to

the above depot.

Swatow, 9th June, 1904. [2160]

## TAI WOO,

PHOTOGRAPHER AND PORTRAIT

PAINTER.

DEVELOPING and PRINTING Under-

taken. Views for Sale.

33, Queen's Road Central, 2nd Floor,

Hongkong, 6th August, 1904. [1932]

## A. LING &amp; CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c., and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL,

Hongkong, 21st September, 1903. [2276]

## AUCTIONS

## PUBLIC AUCTION.

UNDER Instructions from PIERCE JAMES BUCKLAND, Liquidator, NAGASAKI HOTEL, LIMITED, we shall sell, in one lot as a going concern, on the premises of the Hotel, At 11 a.m. on

TO-DAY (TUESDAY), OCT. 25th, 1904, THE VALUABLE PROPERTY known as the

NAGASAKI HOTEL, LIMITED, with all Furniture and Fixtures.

Consisting of—

Land Lot No. 43 ... .. Tambos 513.

" " 44 ... .. " 361.

" " 45 ... .. " 360.

(Land rent paid to M. reb 31st, 1905).

The building is built of brick and stone and contains 36 Rooms.

All BEDROOMS contain TEAK FURNITURE, BRASS BEDSTEADS and WIRE MATTRESSES. TABLES in DINING ROOM also made of TEAK.

BILLIARD ROOM, containing TWO BILLIARD TABLES, by Thurston & Co., London, and Bar by Brunswick, Balke, Callender Co., San Francisco, U.S.A.

Complete Set of PLATE, CUTLERY, &c., for 120 persons.

ELECTRIC LIGHT PLANT, containing TWO SETS OF ENGINES, BOILERS, and DYNAMOS (each 500 light capacity).

REFRIGERATING PLANT by J. & E. Hall, Limited, and COLD STORAGE ROOM.

THE USUAL OUTHOUSES.

Stock of WINE and PROVISIONS on hand, estimated value Yen 4,000.

On View between 10 a.m. and 12 Noon, from 15th October.

Inventories may be obtained at the Office of this Paper.

TERMS OF SALE.—10% on fall of Hammer and balance on completion of transfer.

Possession, November 1st, 1904.

For further particulars, apply to R. H. POWERS & CO., Auctioneers, 113, Band, Nagasaki.

Nagasaki, 22nd September, 1904. [2376]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (TUESDAY), the 25th OCTOBER, 1904, at 2.30 p.m., at his

SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS,

Comprising—

SATSUMA, FINE CLOISONNE, RHONZES, TEA SETS, and ORN-AMENTS.

SILK EMBROIDERED TABLE COVERS, CUSHIONS and HANDKER-CHIEFS.

HANDSOME EMBROIDERED SCREENS, SCROLLS and CUT VELVET PICTURES.

IVORY INLAID PANELS.

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 24th October, 1904. [2508]

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 31st day of

OCTOBER, 1904, at 3 p.m., at the Office of the Public Works Department, by Order of His

Excellency the Governor, of One Lot of Cr. w. Land at To-kwa-yen in the Colony of Hongkong, for a term of 75 years, with

the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-division	Registry No.	Locality	Boundary Measurements	Contents a. Square ft.	Annual Rent.	Upset Price.
1	100	To-kwa-yen	100 ft. by 100 ft.	10,000	\$100.00	\$1,000.00

## WHISKIES.

BUCHANAN'S CELEBRATED BLENDS OF SCOTCH WHISKY are

Supplied by Royal Warrant of Appointment to His Majesty King Edward VII. The Prince of

Wales, and also to the House of Lords and the House of Commons.

Buchanan's Whiskies are recognised throughout the World as the Best.

Buchanan Blend ... .. \$12.50

Black and White ... .. \$16.50

Royal Household ... .. \$20.50

Try one case and you will never want any other Whisky.

A. CHAZALON & CO.,

Wine Merchants and General Storekeepers,

6, Queen's Road, Hongkong, 22nd August, 1904. [2505]

## REGISTRATION

OF TRADE MARKS IN CHINA.

Copies of the EXPERIMENTAL REGULATIONS

proposed by the Chinese Government to come into force on the 23rd inst. may be obtained at the Daily Press Office.

Price 6d. each. Cash with order.

Hongkong, 6th October, 1904.

QUAN WAH & CO. GRANTIE and MARBLE MERCHANTS.

EXPORTERS and CONTRACTORS.

Sole Agents of QUAN TAI & CO., Lime Manufacturers.

All descriptions of GRANITE and MARBLE FOR EXPORT.

Dealers in GRANITE and MARBLE MONUMENTS. Prices & Estimates on Application.

No. 1, QUEEN'S ROAD EAST, Hongkong, 17th October, 1903. [2459]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO. Hongkong, 3rd October, 1903.

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

Issue of 30,000 NEW SHARES of \$10 EACH.

SHARE CERTIFICATES will be ready for delivery on and after the 20th inst., and may be obtained on application at the Company's Office, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 19th October, 1904. [2475]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND of \$35 per Share for the year 1903 equivalent to 35% on the paid-up Capital of \$100 per Share, has been declared.

Warrants will be issued on the 21st October. By Order of the Board.

C. MONTAGUE EDE, Acting Secretary.</



## TO LET

**NO. 58, CAINE ROAD.** European Residence, consisting of SIX ROOMS, with Verandah, Separate Kitchen, Bathrooms, and a Fine View of the Harbour. Possession 1st January, 1905. Apply to—  
MANAGER,  
China Merchants S. N. Co.  
Hongkong, 15th October, 1904. [2448]

## TO LET

**TWO ROOMS**, on the First Floor of Alexandra Buildings. Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

## TO LET

**NO. 6, UPPER MOSQUE TERRACE.** European residence; just renovated, painted and coloured washed; immediate possession. Apply to—  
G. J. SEQUEIRA,  
Care of A. R. Marty.  
Hongkong, 28th September, 1904. [2321]

## TO LET

**NO. 1, STEWART TERRACE, the Peak.** Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 28th March, 1904. [865]

## TO LET

**FINE LARGE STORE**, in Queen's Road Central (East Part). Apply to—  
Care of Daily Press Office.  
Hongkong, 6th September, 1904. [2161]

## TO LET

**FURNISHED ROOM**, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon. Apply to—  
C. L.  
Care of Daily Press Office.  
Hongkong, 5th October, 1904. [2375]

## TO LET

**3RD FLOOR**, suitable for Office. Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [74]

## TO LET

**THE whole of the SECOND FLOOR** of No. 34, QUEEN'S ROAD CENTRAL, formerly known as the Alexandra House, opposite the Post Office. Also rooms or Offices on the First Floor of same address. Apply to—  
YEE SANG FAT,  
Address.  
Hongkong, 15th October, 1904. [2449]

## TO LET

**TWO LARGE ROOMS**, suitable for Offices, situated on the 2nd FLOOR of New Building. Electric Light and Elevator. Apply to—  
A. G. L. S.,  
Care of Daily Press Office.  
Hongkong, 22nd September, 1904. [2287]

## TO LET

**NOS. 17, 19 & 21, SEYMOUR ROAD.** Nos. 8, CASTLE ROAD. Nos. 74, CAINE ROAD. Apply to—  
COMPRADORE DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 17th September, 1904. [430]

## TO LET

**A LARGE OFFICE** on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904. Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904. [1710]

## TO LET

**ONE COMFORTABLY FURNISHED ROOM** with Bathroom, &c., in 39, ROBINSON ROAD. Apply to—  
J. ULLMANN & CO.,  
34, Queen's Road.  
Hongkong, 29th September, 1904. [2331]

## TO LET

**A EUROPEAN HOUSE**, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View. Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1717]

## TO LET

**NO. 1, RIFON TERRACE (in FLATS).** A HOUSE in WONG-NEI-CHONG ROAD, facing Ha-co-course. FLATS in MORRISON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FERRY). GODOWNS; PLAYA EAST. Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

## TO LET

**NO. 6, DES VUEX ROAD** (opposite King Edward Hotel), ONE or TWO FLATS of Five Rooms each and Servants' Quarters. THREE LARGE ROOMS with Servants' Quarters in No. 3, QUEEN'S ROAD CENTRAL, on the same floor as that occupied by the China Fire Insurance Co. Also, ONE LARGE ROOM with Verandah and One Small Room in ICE HOUSE ROAD (next to the Mercantile Bank), at present in the occupation of Mr. Layton. Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 28th September, 1904. [12322]

## TO LET

**2ND and 3RD FLOORS**, No. 35, QUEEN'S ROAD CENTRAL; suitable for Office. Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd November, 1903. [74]

## TO LET

**NO. 16, HOLLYWOOD ROAD (8 Rooms)** (with Kitchens, Bathrooms, and Servants' quarters). Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road.  
Hongkong, 16th August, 1904. [139]

## TO LET

**THREE FIRST-CLASS SHOPS**, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals. Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [2350]

## TO LET

**HONGKONG CLUB.** Apply to—  
A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Office. For particulars apply to the undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904. [1417]

## TO LET

**IMMEDIATE Possession, ONE ROOM**, Top Floor of Prince's Buildings, suitable for Office. Apply to—  
3. J. DAVID & CO.  
Hongkong, 2nd July, 1904. [1618]

## TO LET

**BANGOUR (PEAK).** THE EYRE (PEAK). ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE, Nos. 11, 13 & 21. BEACONSFIELD ARCADE, No. 14. 1st Floor. ONE SHOP in BEACONSFIELD ARCADE. Apply to—  
LINSTEAD & DAVIS.  
Hongkong, 3rd October, 1904. [2363]

## TO LET

**FIRST FLOOR**, No. 10, Queen's Road Central. Apply to—  
WANG HING.  
Hongkong, 24th October, 1904. [2506]

## TO LET

**HIRANO WATER.** THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING. THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & Co. BEWARE OF JAPANESE IMITATIONS. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [1893]

## TO LET

**C. LAZARUS & CO.** 60 & 61, BENTINCK STREET, CALCUTTA. Telegraphic Address: "MAHOGANY," CALCUTTA. A.B.C. Code, 5th Edition, used.

## TO LET

**THE STANDARD INDIAN BILLIARD TABLE** made throughout in Calcutta of thoroughly seasoned solid wood and fitted with extra long cushions. Guaranteed to stand the TROPICAL CLIMATE. PRICE, complete, with accessories for Billiards Rs. 1,450, packed. C. L. & Co. take all RISKS against BREAKAGE. Latest PRICE LIST can be had from "HONGKONG DAILY PRESS" Office. [2318-3]

## TO LET

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.** CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scots' and Engineering Code. Used. DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 " Width of Entrance on Top... 89 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide 22 " DOCK No. 2 (at MUKAIJIMA). Extreme Length... 271 feet. Length on Blocks... 350 " Width of Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide 22 " PATENT SLIP (at KOSUGI). Can take vessels up to 1,000 tons gross. THE WORKS are well equipped with the latest IMPROVEMENTS and on the spot execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. [1703]

## TO LET

**DAVID GORSAR & SON'S** MERCHANT NAVY BOILER LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBURG & CO. Sole Agents. [2450]

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**DAVID GORSAR & SON'S** MERCHANT NAVY BOILER LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBURG & CO. Sole Agents. [2450]

## SCIENTIFIC MISCELLANY.

**CANCER ELECTROLYSIS—FINISHING VELVET**  
—DOCTORS DISAGREE—RADIUM INHALATION—A NOVEL VESSEL—COTTON FROM TREES—AIR ESCAPING INTO SPACE—SWELLING OF IRON—HOW LONG CAN A MAN KEEP AWAKE?

A remarkable cure of a cancerous growth by one application of electricity has been reported by S. Leduc, a French medical man. The growth was on the right side of the nose, and had been in constant ulceration for five years. To its entire surface was applied a plug of hydrophil cotton impregnated with a one per cent. solution of zinc chloride. This was connected to the positive pole of a battery, the negative pole being connected to some other part of the body through a large electrode, and a current of eight milliamperes was passed for twelve minutes without causing pain. The ulcer was completely scarred over ten days later.

By a new English process the "pile" on velvets and other goods is cleaned and raised by pressing the fabric or even clothes over a vacuum grating, while streams of steam, hot water, or other washing solution, and hot air are brought against the other side of the material and pass through into the vacuum chamber. The fabric is almost instantaneously cleaned, dried, and the pile raised on the vacuum side, giving a beautiful finished appearance.

The belief that temperatures are highest during sunspot minima is opposed by Mr. A. B. Macdonald, who finds evidence that during the last sixty years sunspot maxima have been accompanied in England by the higher temperatures. The same meteorological attempts to prove a connection between barometric pressure and the moon's phases and between relative humidity and the moon's phases.

With his rubber life-preserving suit, Joseph Probst, of Geneva, remained in the water a month at a time, subsisting on food carried in the suit.

In his experiment on the physiological effects of radium, M. Curie has placed a guinea-pig in a close chamber, which was supplied with a current of oxygen and contained a jar of potash to absorb the carbon dioxide given off by the animal. The radium emanation was sent into the jar through a tube. After a certain time varying from one to several hours, the animal's respiration became short and abrupt, he rolled himself into a ball with his hair standing "on end," then fell into a profound torpor and became cold, death finally resulting after a respiration as low as six per minute. The body showed intense pulmonary congestion, with diminution of the white corpuscles of the blood. The tissues were found to be radio-active, affecting a photographic plate, the hair having the greatest effect and the skin but little.

The gliding boat of Count de Lambert, which has given such surprising results on the Seine is serviceable only in the absence of all wave motion. It consists of two skiffs, each 18 feet long, which are coupled side by side, and which have flat bottoms, with a series of five transverse planes slanting downward from fore to aft at an angle of about 30 degrees. As the propeller, which is between the two sterns—drives the boat forward, the inclined planes raise the vessel to the surface, over which it glides. With a motor of 14 horse-power, a speed of 17½ to 20 miles an hour was reached, a rate that ordinarily requires two or three times as much power.

Trees producing cotton are cultivated in hot-houses of Vera Cruz, but their fibre is very short. Heliozo Cuevas, a planter of Jalisco, Mexico, is credited with having developed a tree of rapid growth that produces cotton of long fibre and fine quality. The advantages offered by this tree, if the claims are realized, are that it is free from the diseases that are so disastrous to the cotton plant, its yield is greater for the same area, and its product can command a higher price.

A growing belief among physicists is that the earth may lose some of its substance through the escape of light gases from the upper atmosphere. In support of this view, Dr. Johnstone Stoney claims to have proven that

the flow of helium into the air from springs is from 3,000 to 6,000 times more than can be accounted for by the minute quantity dissolved by falling rain, yet the relative quantity of helium in the atmosphere does not appear to increase. Helium, therefore, must be escaping at a rate equal to its influx. Theoretically, the conditions under which the flights of gaseous molecules take place in the upper atmosphere sufficiently explain the outflow, as it would only be necessary for the chance of escape of each molecule to occur once in several days in order to account for the amount received by the atmosphere from the earth.

Experiments with cast iron have shown that repeatedly heating and cooling without access of air increase the size without affecting the weight. A bar an inch square and a foot long was lengthened 4-inch by heating and cooling 35 times. The only chemical change was the conversion of the carbon to the graphitic form. Under similar treatment, wrought iron, soft steel, and tool steel showed a possible slight contraction.

The length of time that it is possible to keep awake is rather surprising. A Philadelphia physician names a medical man who went without sleep for eight days and nights; and another who did not go to bed for eighteen days, but got all the sleep he had while on horseback. A third did not sleep for fifteen days and nights, but permanently injured his health.

Infant mortality is reported to be greater in Prussia than in any country except Russia. The deaths the first year are 6 to 7 per cent. in Sweden, 15 in France, and 23.6 in Prussia.

## THE "CHELTENHAM" AND HER CREW.

CLAIMS FOR WAGES.  
At the Guildhall Police-court, London, on the 16th ult., before Mr. Alderman Smallman, the Austin Frims Shipping Company was summoned at the instance of J. Struck, a seaman, under the Merchant Shipping Act for £35 2s. 2d., being balance of wages due from the termination of a voyage on the steamer "Cheltenham" until his arrival in London. Fifteen other members of the crew had each taken out a summons in similar terms.

We have already published the report of an action in which each of the complainants obtained judgment against the defendants for £10 damages. The crew of the "Cheltenham," who were all German seamen, signed articles at Bremerhaven in November, 1903, for a voyage in the East Indies. Eventually, after the outbreak of war between Russia and Japan, the vessel was admitted engaged in conveying contraband between Japan and Southern Korea, and she was captured by the Russian fleet and taken to Vladivostok, where she was condemned by a prize court. Mr. Alderman Smallman, in finding for the men on the question of damages, held that they were not aware that there was contraband on board, and that the owners were, and had not communicated the fact to the men.

Mr. Miller, for the defendants, said the only question at issue was one of law. His contention was that the men were entitled to their wages only up to the time of the capture of the vessel.

The complainant Struck, supplementing the evidence he gave last week, said the captain offered to pay the wages up to August 30th, the date of the arrival in London. He declined to accept it, as he wanted to claim compensation. Mr. Patterson, for the complainants, said that the vessel, having been captured, was technically "lost." He (Mr. Patterson) had already submitted that "loss" under the Act, and meant destruction either by perils of the sea, fire, or through capture by the King's enemies.

Mr. Miller remarked that the owners held that the agreement terminated either on the date of capture (July 2nd) or when the ship was formally confiscated by the prize court at Vladivostok (July 11th). The men could not have it both ways. They had already got judgment for damages. Surely the date when the agreement terminated was the date when the

men became unable to serve their masters through the capture, and it was in respect of that state of affairs that they had recovered damages. Under Section 158 of the Merchant Shipping Act, wages terminated at the date of the loss of the ship, and he submitted that in this case capture was "loss."

Mr. Savill (Chief Clerk): Supposing the master of a ship committed an offence against some foreign State, and the vessel was detained. Should you consider she was captured or lost? The Alderman: And that the men ought to suffer for something they had nothing to do with? Mr. Miller: They might make a claim for breach of contract, but no continuing wages. After the date of the loss of a ship, however brought about, no wages can be claimed.

The Alderman said he could not agree with Mr. Miller's arguments, and he found for Struck for £35 2s. 2d., and he made an order for sixteen guineas costs.

Mr. Miller asked for a case both on the present issue and the previous claim for damages. This was granted, the remaining summonses being postponed. Mr. Miller said his clients would in the meantime pay all the men up to July 2nd, there being no dispute as to their wages to that date.

## TONG CHONG WO &amp; CO.

No. 38, QUEEN'S ROAD CENTRAL.  
Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES. They are made of best Havana leaves and possess a mild and choice flavour. Inspection courteously invited. Hongkong, 26th May, 1904. [1233]

## "THE EAST OF ASIA."

(Published Quarterly.)  
CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

Price ..... \$1.50.  
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai; MESSRS. KELLY & WALSH Hongkong; or at all leading Booksellers in the Far East Hongkong, 14th February, 1903.

PRINTING OF ALL KINDS at the most moderate prices at "THE DAILY PRESS" OFFICE. All proofs re read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

F. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

LOTUS. Large Size \$5.00 per 100. Gold Tippee—Medium Size \$3.75 per 100. ZAFAR. Large Size \$4.60 per 100. Medium Size \$4.20.

KARIM. Large Size \$3.75 per 100. Medium Size \$3.50. THABIT. Large Size \$3.00 per 100. Medium \$2.75 per 100.

SOLE AGENTS FOR HONGKONG.

1615] KRUSE & CO., CONNAUGHT HOUSE.

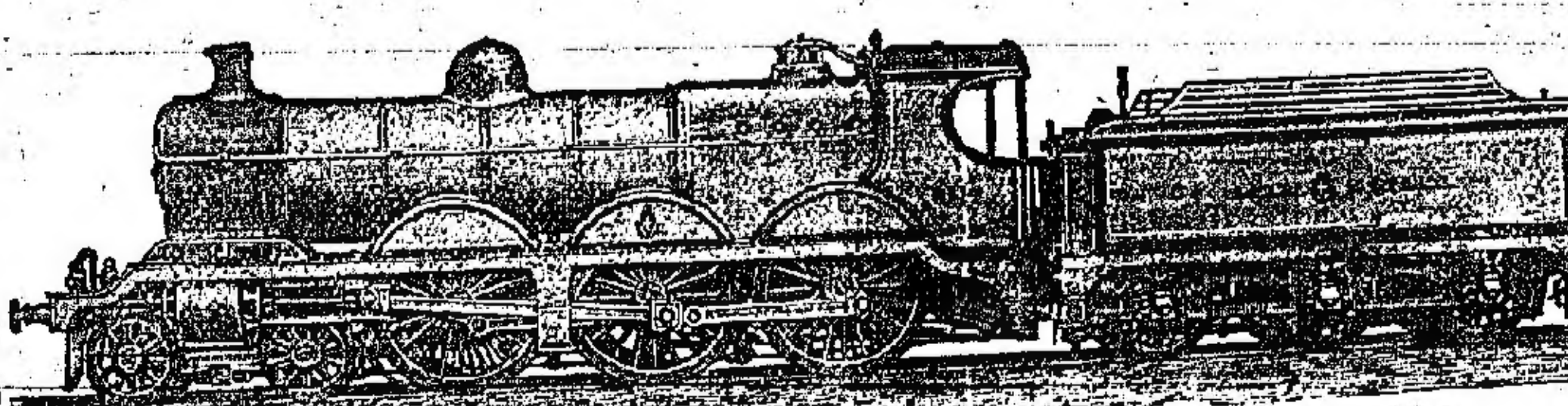
ARNHOLD, KARBURG & CO.

LARGE STOCK OF LIGHT RAILWAY MATERIAL.

Hongkong, 1st October, 1904. [2333]

**ROWLAND'S MACASSAR OIL FOR THE HAIR**  
Preserves, Beautifies, Nourishes it. Nothing equals it. 110 years prove this fact. Golden Colour for Fair Hair. Of Stores, Chemists, Hairdressers. 3583-1

**BEYER, PEACOCK & CO., LIMITED.**  
Gorton Foundry, Manchester.  
ESTABLISHED IN 1854.  
**LOCOMOTIVE ENGINES**  
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.  
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.  
CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.  
RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.  
WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.  
WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.  
EMERY GRINDING MACHINES A SPECIALITY.  
ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.  
ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.





## SHIPPING.

## VESSELS ADVISED AS LOADING.

**ARRIVALS.**  
 CARL DIEDERICHSEN, German str., 774, H. Schalk, 24th Oct.—Haiphong 20th Oct. General.—Jensen & Co.  
 CHOYANG, British str., 1,424, H. Roope, 24th Oct.—Shanghai 20th Oct. and Swatow 23rd Oct. General.—Jardine, Matheson & Co.  
 ESANG, British str., 1,127, W. F. Biehard, 24th Oct.—Tientsin 13th Oct. Chiao 19th Oct. and Swatow 23rd Oct. General.—Jardine, Matheson & Co.  
 HINSANG, British str., 1,530, W. E. Sawyer, 24th Oct.—Sourabaya 13th Oct. Sugar.—Jardine, Matheson & Co.  
 LADY MITCHELL, British str., 750, Frampton, 24th Oct.—Saigon 19th Oct. Rice and Rice-dour.—Chinese.  
 LEGAZPI, American str., 563, D. Yribar, 24th Oct.—Manila 21st Oct. General.—Barretto & Co.  
 ONSANG, British str., 1,787, J. T. Davies, 23rd Oct.—Mojito 17th Oct. Coal.—Jardine, Matheson & Co.  
 PINGSANG, British str., 1,150, Elliston Warrall, 24th Oct.—Shanghai 21st Oct. General.—Butterfield & Swire.  
 TELENACHUS, British str., 1,340, J. Williams, 24th Oct.—Saigon 12th Oct. Rice and Meal.—Chinese.  
 YUENSANG, British str., 1,128, T. M. Mayrick, 24th Oct.—Manila 21st Oct. General.—Jardine, Matheson & Co.

**DEPARTURES.**  
 NANSAN, British str., for Japan.  
 SIMONING, Dutch str., for Saigon.  
 YAT-ONG, British str., for Samarang.

**VESSLS IN DOCK.**  
 24th October.  
 ABERDEEN DOCKS.—U.S.S. *Palliser*, *Lithia*, U.S.S. *Deuster*, U.S.S. *Fulmer*, U.S.S. *Bainbridge*, U.S.S. *Chamney*, H.G.M.S. *Hans*, *Sikh*, *Taman*.  
 COSMOPOLITAN DOCK.—*Derwent*, *Chautau*, *Sofala*.

**VESSLS ON THE BEER**  
 DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship  
 "HAITAN".  
 Captain Roach, will be despatched for the above ports TO-DAY, the 25th inst., at 10 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LAPIRAIK & CO.,  
 General Managers.  
 Hongkong, 22nd October, 1904. [2498]

IMPERIAL GERMAN MAIL LINE.  
 NORDEUTSCHER LLOYD, BREMEN.  
 FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
 THE Imperial German Mail Steamship  
 "PRINZ REGENT LUITPOLD".  
 Captain H. Kirchner, due here with the outward German Mail about WEDNESDAY, 4 A.M., will leave for the above places about 12:24 hours after arrival.

NORDEUTSCHER LLOYD.  
 For Further Particulars, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 24th October, 1904. [2495]

NIPPON YUSEN KAISHA.  
 FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.  
 THE Backmail Line Steamship  
 "BAROTSE".  
 Captain A. Lee, will be despatched as above on THURSDAY, the 27th inst., at DAYLIGHT.  
 For Freight, apply to  
 A. S. MIHARA,  
 Agent.  
 Hongkong, 17th October, 1904. [2491]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
 FOR SYDNEY AND MELBOURNE.  
 Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.  
 THE Steamship  
 "EMPIRE".  
 Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 16th November, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.E.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 18th October, 1904. [2472]

FOR CANTON.  
 THE new and fast Twin-Screw Steamer  
 "SAN CHEUNG".  
 981 Tons, Captain J. McGinty, will leave for Canton at 3 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Canton Road Central.  
 Hongkong, 15th March, 1904. [2]

NOT RESPONSIBLE FOR DEBTS  
 NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
 KENTMERE, British Ship, T. E. Burch—Standard Oil Co.  
 E. B. STURON, American barque, Johnson—Order—

**VESSLS ON THE BEER**  
 DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW.  
 THE Company's Steamship  
 "HAITAN".  
 Captain Roach, will be despatched for the above ports TO-DAY, the 25th inst., at 10 A.M.  
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 A Stewardess and a duly qualified Surgeon are carried.  
 N.E.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
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 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Canton Road Central.  
 Hongkong, 15th March, 1904. [2]

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	27th inst., Noon.
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	12th Nov.
LONDON, AMSTERDAM & ANTWERP	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 14th Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	22nd Nov.
MARSEILLES & LONDON, VIA S'PORE, &c.	BAROTSE	Brit. str.	A. Lee	NIPPON YUSEN KAISHA	27th inst., D'light.
MARSEILLES & LONDON	ULSSES	Brit. str.	F. von Binzer	BUTTERFIELD & SWIRE	5th Nov.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	Schulke	MELCHERS & CO.	To-morrow, Noon.
BRISGAVIA	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	4th Nov.
SLAVONIA	SLAVONIA	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	19th Nov.
SENEGAMBIA	SENEGAMBIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	13th Dec.
ARMENIA	ARMENIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	27th Dec.
C. F. F. LAISZ	C. F. F. LAISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	11th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mistorigo	BUTTERFIELD & SWIRE	22nd Nov.
AGAMENON	AGAMENON	Brit. str.	L. Day	STANDARD OIL CO.	About 12th Nov.
ST. HUGO	ST. HUGO	Brit. str.	F. N. Evans	CANADIAN PACIFIC R. CO.	About 25th Nov.
TABATA	TABATA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	2nd Nov.
E. OF INDIA	E. OF INDIA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	16th Nov.
LYRA	LYRA	Brit. str.	Brehmer	PORTLAND & ASIATIC CO.	27th inst.
NUMANTIA	NUMANTIA	Brit. str.	L. Dawson	BUTTERFIELD & SWIRE	25th inst.
TAITAN	TAITAN	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	About 23rd inst.
EMPIRE	EMPIRE	Brit. str.	C. F. Lockstone	BUTTERFIELD & SWIRE	25th inst.
CEYLON	CEYLON	Brit. str.	W. H. Browne	BUTTERFIELD & SWIRE	25th inst.
TSINAN	TSINAN	Brit. str.	Tuebin	MELCHERS & CO.	Quick despatch.
PAKNOT	PAKNOT	Brit. str.	H. Kirchner	P. & O. S. N. Co.	About 25th inst.
P. R. LUITPOLD	P. R. LUITPOLD	Ger. str.	F. B. Ferguson	BUTTERFIELD & SWIRE	About 4th Nov.
BANCA	BANCA	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	To-morrow, 4 P.M.
WOOSUNG	WOOSUNG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	To-morrow, D'light.
CHUSAN	CHUSAN	Brit. str.	T. Brandt	OSAKA SHOSHEN KAISHA	30th inst., D'light.
KAIFONG	KAIFONG	Brit. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	6th Nov., D'light.
TAIPEI	TAIPEI	Brit. str.	C. Cornelissen	OSAKA SHOSHEN KAISHA	22nd Nov., D'light.
M. S. S. S. S.	M. S. S. S. S.	Brit. str.	Roach	DOUGLAS LAPIRAIK & CO.	To-day, 10 A.M.
PROVIDENCE	PROVIDENCE	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	To-day.
HAUTAN	HAUTAN	Brit. str.	R. Rodger	JARDINE, MATHESON & CO.	To-morrow, 10 A.M.
KANU	KANU	Brit. str.	E. W. Almond	SHAW, TOMES & CO.	29th inst., 10 A.M.
YUENSANG	YUENSANG	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 2nd Jan.
ZAFIRO	ZAFIRO	Brit. str.	Buller	JARDINE, MATHESON & CO.	27th inst., 3 P.M.
RUBI	RUBI	Brit. str.			
TRENTON	TRENTON	Brit. str.			
KUMSANG	KUMSANG	Brit. str.			

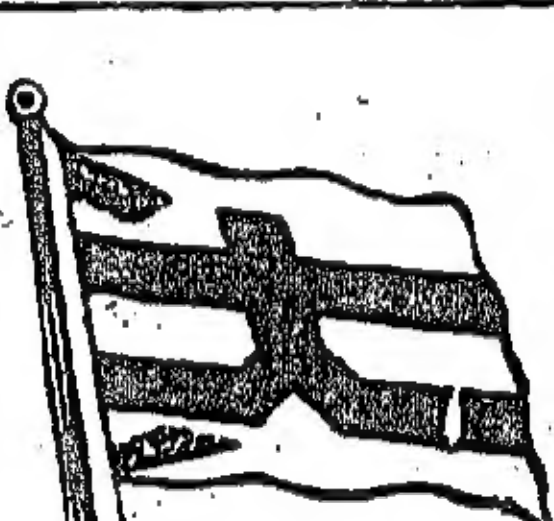
**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM FOR  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUERZ and PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).  
 THE Company's Steamship  
 "TRIESTE".  
 Captain Mistrorigo, will be despatched as above on FRIDAY, the 28th inst., P.M.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Princes Buildings.  
 Hongkong, 4th October, 1904. [3]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.  
 THE Steamship  
 "KENNEBEC".  
 will be despatched as above on or about the 12th November.  
 For Freight or further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK.  
 Oriental Freight Department.  
 Hongkong, 14th October, 1904. [2439]

"BEN" LINE OF STEAMERS.  
 FOR LONDON AND ANTWERP.  
 THE Steamship  
 "BENALDER".  
 Captain McIntosh, will be despatched as above on or about the 15th November.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 22nd October, 1904. [2490]

HONGKONG-MACAO LINE.  
 S.S. "WING CHAI".  
 Captain T. Austin, R.N.R.  
 This Steamer departs from Hongkong, on Week Days, at 7:30 A.M.; and on Sundays, at 8:30 A.M. Departs from Macao on Week Days, at 2 P.M. and on Sundays at 6:30 P.M.  
 Fares—(week days) 1st Class (including cabin and servant), single \$5, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
 Every Sunday will be on Excursion at the following rates:  
 1st and 2nd Class Single Ticket \$1. Return \$2. 3rd Class Single 30 cents; Return 50 cents. Stewards 10 cents.  
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity.  
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
 MING ON & CO.  
 2nd Floor, 16, Victoria Street.  
 Hongkong, 7th October, 1904. [23]

HONGKONG-CANTON LINE.  
 THE British Steamship  
 "YING KING".  
 Captain E. J. Page, of 1088 tons, Registered in the newest, latest, most luxuriously furnished steamer on the line and is lighted throughout with electricity. Hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
 1st Class ... \$3.00 for Single journey.  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 216, Wing Lok Street.  
 Hongkong, 27th February, 1904. [7]



**OSAKA SHOSHEN KAISHA**  
 REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.  
 PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.  
 STEAMERS LEAVING  
 "TRIUMPH" WEDNESDAY, 26th Oct., at Daylight.  
 "M. STRIVE" SUNDAY, 30th Oct., at Daylight.  
 "PROVIDENCE" WEDNESDAY, 2nd Nov., at Daylight.  
 "FRITHJOF" SUNDAY, 6th Nov., at Daylight.  
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.  
 Hongkong, 24th October, 1904. T. ARIMA, Manager. [15]

**CANADIAN PACIFIC RAILWAY CO.'S**  
 ROYAL MAIL STEAMSHIP LINE.  
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
 SAFETY. SPEED. PUNCTUALITY.  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "TAITAN" 4,425 Tons WEDNESDAY, 2nd Nov.  
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons WEDNESDAY, 16th Nov.  
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 14th Dec.  
 R.M.S. "ATHENIAN" 3,382 Tons WEDNESDAY, 28th Dec.  
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons WEDNESDAY, 11th Jan.  
 Hongkong to London, 1st Class ... via St. Lawrence ... via New York \$62.  
 Inter-city and 1st Class Rail ... \$40. ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. W. CRADDOCK, Acting General Agent.  
 9, ...

**PORTLAND & ASIATIC STEAMSHIP CO.**  
 PROPOSED SAILINGS FROM HONGKONG TO SINGAPORE, PENANG, COLOMBO, AND PORT SAID.  
 OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
 STEAMSHIP TONS CAPTAIN TO SAIL ON  
 "NUMANTIA" 4,370 Brehmer October 27th, 1904.  
 "ARABIA" 4,483 Bable November 19th, 1904.  
 "AFAGONIA" 5,198 Schulte December 13th, 1904.  
 "NICOMEDIA" 4,370 Wagner January 9th, 1905.  
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 14th October, 1904. [114]

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships, Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.  
**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**  
 STEAMSHIP TONS CAPTAIN FOR SAILING DATE  
 ZAFIRO 2540 R. Rodger Manila Sat., 29th Oct., 10 A.M.  
 RUBI 2540 E. W. Almond Manila Sat., 5th Nov., 10 A.M.  
 For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 25th October, 1904. [116]

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 For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 25th October, 1904. [116]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Saturday, 29th Oct.
TEXAN	9,606	T. W. Garlick	October 17th.
TREMONT	4,417	G. V. Williams	January 10th.
FLADES	3,753	Purinton	February 9th.

† Cargo only.  
**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. TREMONT 9,606 tons. T. W. Garlick About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.  
**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 24th October, 1904. [7]

**PENINSULAR AND ORIENTAL**  
 STEAM NAVIGATION COMPANY.  
 FOR SHANGHAI, MOJI AND KOBE (DANCA) STEAMERS TO SAIL REMARKS.  
 SHANGHAI, MOJI AND KOBE (DANCA) STEAMERS TO SAIL REMARKS.  
 LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID (A. F. Street) About 25th October } Freight only.  
 YOKOHAMA VIA SHANGHAI (CEYLON) About 29th October } Freight and Passage.  
 MOJI and KOBE (C. F. Lockstone, R.N.R.)  
 \* SHANGHAI (CHUSAN) About 4th November } Freight and Passage.  
 LONDON, &c. (COROMANDEL) Noon, 5th November } See Special Advertisement.  
 \* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.  
 For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 25th October, 1904. [1]

**IMPERIAL GERMAN MAIL LINE.**  
 NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALBISTON, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
 STEAMERS. SAILING DATES.  
 1904  
 ZIETEN ... WEDNESDAY ... 26th October  
 PRINZESS ALICE ... WEDNESDAY ... 9th November  
 PRINZ HEINRICH ... WEDNESDAY ... 16th November  
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 23rd November  
 PRINZESS ... WEDNESDAY ... 7th December  
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December  
 SEYDLITZ ... WEDNESDAY ... 4th January 1905  
 GRIENAU ... WEDNESDAY ... 18th January  
 BAYERN ... WEDNESDAY ... 1st February  
 ZIETEN ... WEDNESDAY ... 15th February  
 SACHSEN ... WEDNESDAY ... 1st March  
 PRINZESS ALICE ... WEDNESDAY ... 15th March  
 PRINZ REGENT LUITPOLD ... WEDNESDAY ... 29th March  
 PRINZESS ... WEDNESDAY ... 12th April  
 PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April

ON WEDNESDAY, the 26th day of OCTOBER, 1904, at Noon, the Steamship "ZIETEN," Captain F. von Binzer, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon on MONDAY,



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PYREHUS"	On 25th October
GLASGOW and LIVERPOOL...	"YANGTZE"	On 27th October
GLASGOW and LIVERPOOL...	"DARPAUS"	On 5th November
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 11th November

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON...	"ULYSSES"	On 5th November
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"YANGTZE"	On 1st November.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, AMOY, CEBU and ILOILO.	"TAIYUAN"	On 25th October.
SHANGHAI	"KATONG"	On 28th October, 4 P.M.
CHEFOO & NEWCHANG	"WOSUNG"	On 28th October.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 29th October.
KOBE	"TSINAN"	On 29th October, 4 P.M.
SWATOW and CHEFOO	"KANSHU"	On 4th November.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified  
Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
§ REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION).  
FOR STEAMERS TO SAIL

* MANILA VIA AMOY	"YUENSANG"	Wednes, 26th Oct., 10 A.M.
* SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Thurs., 27th Oct., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[1938]

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IRBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.  
[2030]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BARATIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship

"COROMANDEL,"  
Captain G. M. Montford, R.N.R. carrying His  
Majesty's Mails, will be despatched from this  
Bombay on SATURDAY, the 5th November,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Oceana," 6,610 tons, from Colombo.  
Passengers' accommodation in which vessel is  
second before departure from Hongkong.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, &c., will be covered  
from Bombay by the R.M.S. "Egypt," due  
in London on the 18th December, 1904.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 24th October, 1904. [1]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.  
VIA PORTS AND SUEZ CANAL.  
PROPOSED SAILINGS FROM HONGKONG.  
1904.  
About  
"ST. HUGO" ... 25th Nov.  
"SHIMOSA" ... 18th Dec.  
For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 9th August, 1904. [677]

## NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, BOMBAY, COLOMBO, PENANG,  
AND SINGAPORE.  
THE Company's Steamship

"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed  
at their risk, into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Limited, "whence delivery may be obtained."  
This Vessel brings Cargo:—  
From Trieste ex s.s. "Urania," transhipped at  
Port Said.  
From Venice ex s.s. "Venus," transhipped at  
Trieste.  
From Trieste ex s.s. "Imperator," transhipped  
at Bombay.

Optional Cargo will be discharged here unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the undersigned before  
Noon, on the 25th October, or they will not be  
recognised.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 25th  
October, will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 18th October, 1904. [3]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIMLA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex s.s. "Macedonia,"  
From Persian Gulf ex s.s. B. I. S. N.  
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M. To-day, the 21st inst.  
Goods not cleared by the 28th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the Go-  
dows for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 21st October, 1904. [1]

FROM HAMBURG, ANTIWERP,  
PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"SEGOVIA,"  
Captain Schönfeldt, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before To-day,  
the 21st inst.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undischarged after the 28th inst. will be subject  
to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 28th inst., at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 21st October, 1904. [2492]

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamship

"AGAMEMNON,"  
are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 23rd inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 28th inst.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods  
remaining undischarged after the 28th inst. will  
be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
31st inst. or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st October, 1904. [10-11]

CARBOLINEUM-AVENARIUS

Known all over the World as a thoroughly  
effective preserver of Wood against White Ants  
Fungus, Dry-rot, Decay.  
Number of Testimonials from Authorities as  
well as from Private Customers.  
LUTGENS, EINSMANN & CO  
Sole Agents for China.  
Hongkong, 19th July, 1904. [1418]

FOR PRIVATE COUNSELLORS IN  
THE PROVINCE OF SHANTUNG.

Reprinted from the "HONGKONG DAILY PRESS."  
Price, 50 cents Cash, Messrs. Kelly & Walsh  
or Daily Press Office.  
Hongkong, 31st January, 1906. [24]

ON SALE.

THE  
PROVINCE OF SHANTUNG.  
ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.

BY M. O'S  
Reprinted from the "HONGKONG DAILY PRESS."  
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Hongkong, 31st January, 1906. [24]

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ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.

## INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES OF INSURANCE  
against FIRE at Current Rates.  
DOUGLAS LAFRAIK & CO.  
Agents for the Phoenix Fire Office  
Hongkong, 17th August, 1887. [29]

## NORTHERN ASSURANCE CO

FIRE and LIFE.  
ESTABLISHED 1886.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.  
TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [267]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1903.  
£16,899,650.

AUTHORISED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 9  
FUND... 3,036,961 12 3

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1904. [1888]

WESTERN ASSURANCE COMPANY OF  
TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

MARINE BRANCH.  
THE Undersigned having been appointed  
AGENTS for the above are prepared to  
accept risks at current rates.  
ALEX. ROSS & CO.  
Hongkong 28th April, 1904. [1121]

L'UNION DE PARIS FIRE INSURANCE  
COMPANY, LIMITED

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to accept Risks against Fire at current  
rates.  
SIEMSEN & CO.  
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.  
REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [9]

## THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES:

825 per Quarter.

No CHARGE FOR INITIAL INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets  
can be supplied.

ELECTRIC SUPPLIES:

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL

INSTALLATIONS.

Estimates given for all kinds of Electrical work

Address:—No. 2, ICE HOUSE ROAD.

W. STUART HARRISON, A.M.I.C.E.  
—Manager.  
Hongkong, 16th April, 1904. [24]

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcester, Despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Com. R. M. Harbord, Hongkong  
Albion, battleship, 12,950 tons, 16 guns, Capt.  
Freeman, Weihaiwei.  
Albatross, 1,050 tons, 6 guns, 1,100 h.p.,  
Com. Rowland Nugent, Helsing Sea.  
Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
Weihaiwei.  
Andromeda, cruiser, 12,500 tons, Capt. Nelson  
Omanney, Weihaiwei.  
Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Captain Lionel G. Tufnell  
Singapore.  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. O. M. Makins, Yangtze.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut. Comdr. Thos. D. Pratt, Weihaiwei.  
Centurion, battleship, 10,500 tons, Capt. Fegen,  
Weihaiwei.  
Cressy, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. Henry M. T. Tudor, Hongkong.  
Eagle, gunboat, 1,070 tons, 10 guns, Comdr.  
Saton, en route Singapore.  
Fame, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. C. Asser, Hong-  
kong.  
Fearless, gunboat, 443 tons, 12 guns, Comdr.  
Vaughan Lewis, Shanghai.  
Glory, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain A. W. Carter, Hongkong.  
Handy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., in reserve.  
Hart, torpedo-boat destroyer, 260 tons, 6 guns,  
4,000 h.p., Weihaiwei.  
Humber, storeship, 1,640 tons, Comdr. P. M.  
Riadore, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, Capt.  
Pawker, Shanghai.  
Janus, torpedo-boat destroyer, 280 tons, 6 guns,  
3,900 h.p., Lieut. Comdr. J. A. Gregory,  
Weihaiwei.  
Kishia, river gunboat, 331 tons, Lieut. Comdr.  
Christopher P. Metcalf, on Yangtze.  
Leviathan, cruiser, 14,100 tons, Capt. Hon. W.  
G. Stopford, Weihaiwei.  
Moonbeam, river gunboat, 180 tons, 3 guns,  
Lieut. Comdr. F. B. Noble, West River.  
Ocean, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain Greet, C.M.G., Weihaiwei.  
Otter, torpedo-boat destroyer, 350 tons, in  
reserve.  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. J. Nicholas, Chemulpo.  
Rambler, surveying-ship, 583 tons, Comdr.  
Chas. E. Moore, Labuan.  
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.  
Aubyn Wake, Shanghai.  
Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. Vaughan, West River.  
Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,  
Comdr. Dirian, Manila.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. L. W. Jones, West River.  
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.  
H. Moors, Shanghai.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lieut. Comdr. Ernest W. G. Davis, on  
Yangtze.  
Taku, torpedo-boat destroyer, 250 tons, 6 guns  
5,600 h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, 6 guns,  
Commodore C. G. Disken, at Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. E. F. R. Dugmore, on Yangtze.  
Thetis, cruiser, 3,400 tons, Capt. J. C. A.  
Wilkinson, Weihaiwei.  
Tweed, gunboat, 362 tons, 6 guns, 200 h.p.,  
Lieut. Comdr. R. H. Keate, on Yangtze.  
Vengeance, battleship, 12,950 tons, 16 guns,  
35,000 h.p., Capt. L. C. Stuart, C.M.G.,  
Hongkong.  
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,  
Comdr. Stuart J. Farquhar, Yangtze.  
Vireo, torpedo-boat destroyer, 360 tons,  
in reserve.  
Waterwitch, surveying-ship, 620 tons, 450 h.p.,  
Comdr. E. C. Hardy, at Weihaiwei.  
Whiting, torpedo-boat destroyer, 360 tons, 6  
guns, 5,900 h.p., Lieut. Comdr. Wells,  
en route Hongkong.  
Wiven, coast defence ship, armoured, 2,750 tons,  
1,000 h.p., in reserve, at Hongkong.  
Woodcock, gunboat, 160 tons, 2 guns, 550 h.p.,  
Lieut. Com. Hugh Somerville, Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut. Com. Wason, Yangtze.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,376, H. T. Worsnop,  
Hainan Island 1st Oct.—Gilmán & Co.  
AN PHO, British str., 963, J. Kynoch, 20th  
October.—Saigon 16th October, Rice and  
General.—Chinese.

APENADE, German str., 611, A. S. Ulderup,  
21st October.—Pakhal 19th October, and  
Hohow 20th, General.—Jensen & Co.  
BARTLEY, British str., 1,542, Shotton, 22nd  
October.—Labuan (Borneo) 15th Oct., Coal.  
—Order.

BELGIAN KING, British str., 2,153, Hayton,  
22nd Oct. Kutchineta 16th Oct., Coal.—  
Doddwell & Co.

BIANCA, German str., 825, A. Lohrengel, 21st  
October.—Nikohigawa 30th Sept., Frozen  
Fish.—Order.

BING THUAN, French str., 983, Ribault, 15th  
October.—Samarang 29th Sept., Sugar.—  
Bradley & Co.

BRUNHILDE, German str., 875, H. Sell, 21st  
October.—Wakamatsu 15th Oct., Coal.—  
Sander, Wisler & Co.

CHUNSHANG, British str., 1,557, B. Cox, 22nd  
October.—Saigon 18th October, Rice.—  
Jardine, Matheson & Co.

ELG, Norwegian str., 793, Christophersen, 30th  
Sept.—Hohow 26th September, General.—  
Sander, Wisler & Co.

ELISABETH RICKMERS, German steamer, 997,  
Gotha, 23rd Oct.—Bangkok 16th Oct.,  
Rice.—Melchers & Co.

FOREST DALE, British str., 2,234, H. Neall, 18th  
Oct.—Moj 12th Oct., Coal.—Bradley & Co.

GERMANIA, German str., 1,714, J. Bruhn, 20th  
October.—Moj 16th Oct., Coals.—Jensen  
& Co.

HATTAN, British str., 1,133, J. S. Roach, 23rd  
October.—Fochow via Amoy and Swatow  
19th October, General.—Douglas Lapraik  
& Co.

HANOI, French str., 737, P. Merlees, 22nd Oct.,  
—Haiphong 20th Oct. and Hohow 21st,  
Pigs and General.—A. R. Farley.

KAIPOH, British str., 1,024, E. Finlayson, 22nd  
October.—Hohow 19th October, General.—  
Butterfield & Swire.

KARIN, Swedish str., 697, G. Petterson, 7th  
Oct.—Saigon 1st October, Rice.—Sander,  
Wisler & Co.

KOREA, American str., 5,551, Wm. B. Seabury,  
23rd Oct.—Sew Francisco 20th Sept. via  
Japan and Manila 21st Oct., Mails and  
General.—P. M. S. S. Co.

KUMAKO, British str., 2,077, E. J. Buller, 19th  
October.—Calcutta and Singapore 13th  
October, General.—Jardine, Matheson & Co.

LEILA, British str., 1,834, E. Morris, 28th Sept.,  
—Saigon 23rd Sept., General.—Chinese.

LOOSER, German str., 1,020, Schultzen, 15th  
October.—Swatow 17th Oct., Rice.—Butter-  
field & Swire.

NUMANTIA, German str., 4,384, Brehmer, 19th  
October.—Moj 14th Oct., Coal.—Portland  
and Asiatic Steamship Co.

PAKHOT, British str., 1,233, K. E. Tuelbin,  
20th Oct.—Saigon 15th Oct., Rice and  
Rice—Batterfield & Swire.

PAKAT, German str., 1,018, Domes, 5th Oct.,  
—Bangkok 28th Sept., Rice and Wood.—  
Batterfield & Swire.

SAMSEN, German str., 998, Rahwaldt, 19th Oct.,  
Bangkok (Kohsiang) 12th Oct., Rice.—  
Melchers & Co.

SEGOVIA, German str., 3,796, Schoufeldt, 21st  
October.—Hamburg and Singapore 15th  
Oct., General.—Hamburg-Amerika Linie.

SIXTH, British str., 3,216, James Rowley, 12th  
Oct.—Yokohama 7th October, Ballast.—  
Doddwell & Co.

SOPALA, British str., 2,260, Shepherd, 22nd  
October.—Moj 16th October, Ballast.—  
Jardine, Matheson & Co.

TAMAR, British str., 2,768, E. W. Evans, 18th  
October.—Yamouco 19th Sept., General.  
—C. P. R. Co.

TEAN, British str., 1,348, A. Somerville, 21st



